AFIT/GMO/ENS/01E-12

PRIORITIZATION OF STRATEGIC AIRLIFT CAPABILITY: IS IT EFFECTIVE?

GRADUATE RESEARCH PROJECT

Presented to the Faculty

Department of Operational Sciences

Graduate Program for Air Mobility

Air Force Institute of Technology

Air University

Air Education and Training Command

In Partial Fulfillment of the Requirements for the

Degree of Master of Mobility

Gregory J. Reese, B.S., M.C.J.

Major, USAF

June 2001

Acknowledgements

I would like to thank the numerous mobility leaders I had the privilege to interview as part of this project. Their experience and thoughts taught me more about the issue than any literature ever could have. Special thanks go to Mr. David Merrill whose strategic thinking and help in clarifying my thoughts were instrumental in the direction I took in this research. The comments and help of my AFIT advisor, Lt Col Steve Brady, were also instrumental in making this paper better than I ever could have alone.

I would also like to acknowledge the hard work and dedication of the entire Air Mobility Warfare Center staff and the AFIT professors who make the Advanced Study of Air Mobility possible. It is truly a superb program and I believe it will pay enormous dividends to the future of air mobility.

Most importantly I want to thank the proofing skills and patience of my wonderful wife.

Table of Contents

List of Figures

List of Tables

Abstract

The Department of Defense (DoD) possesses a single strategic airlift fleet to meet the airlift requirements of the entire DoD. The operation of this fleet is entrusted to the Air Mobility Command (AMC) and its effective operation is supposed to be enabled by the movement priorities established by the Joint Chiefs of Staff (JCS). Since the end of the Cold War, AMC has faced transportation requirements growing in both number and urgency due to a more dynamic global environment. The ability of the DoD movement priority system to effectively apportion limited strategic airlift assets has been called into question, especially during times of strain such as the recent operations in Kosovo.

This paper looks at quantitative and qualitative data to answer the question, "does the current priority system work?" Both sets of data triangulate towards a similar conclusion; the prioritization system often leaves lower priority requirements with periods of no service rather than reduced service. This decreases the overall readiness of U.S. forces and works against the Joint Vision 2020 concepts of dominant maneuver and focused logistics.

This research indicates an entirely new prioritization system needs to be developed. The new system must be able to provide reliable support to critical nonvolatile requirements and flexible support to volatile requirements. Doctrine for managing the strategic airlift fleet also needs to be reengineered to more effectively employ the organic airlift fleet and commercial contract carriers. Without such revolutionary change, strategic airlift capacity will never be able to provide reliable service in a volatile world.

I. Introduction

General Issue

Joint Publication (JP) 1-02, DoD Dictionary of Military and Associated Terms, defines the Defense Transportation System (DTS) as:

> That portion of the Nation's transportation infrastructure which supports Department of Defense common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense. (JP 1-02, 2000:130)

This system is managed in peace and war by the Commander in Chief of U.S. Transportation Command (USCINCTRANS) (USTRANSCOM Handbook 24-2, 1998:1). Furthermore, the DTS is the principle means of force projection for the U.S. Army and U.S. Air Force, and to a lesser degree the U.S. Marine Corps, U.S. Navy, and U.S. Coast Guard (JP 4-01.1, 1996:I-6 – I –7). The effective operation of the DTS is key to the operational concepts of dominant maneuver and focused logistics (JV 2020, 2000:22,24). So a primary concern of the DoD should be to operate the DTS in the most effective manner possible, not just to keep the cost to the U.S. taxpayer down, but also to ensure adequate capability in times of national crisis and DoD transportation surges.

Joint Vision 2020 is a Joint Chiefs of Staff (JCS) document that maps out the future capabilities the U.S. military will need to face the changing world. This document espouses future U.S. military strategy must rely on four operational concepts: dominant maneuver, precision engagement, focused logistics, and full dimensional protection (JV 2020, 2000:2). This document describes focused logistics as, "ensuring delivery of the right equipment, supplies and personnel in the right quantities, to the right place, at the right time to support operational objectives" (JV 2020, 2000:24). The operational

concept of dominant maneuver is described as, "the ability of joint forces to gain positional advantage with decisive speed . . ." (JV 2020, 2000:20). This means two of the four operational concepts of Joint Vision 2020 require rapid global mobility, therefore the U.S. military clearly requires a DTS that can rapidly transport passengers and equipment to where and when they are needed.

The obvious competing interest is to maintain this capability with minimal dollars to reduce the cost to the U.S. taxpayers; but closely followed is a mandate for the DTS to utilize commercial assets. The size of the strategic airlift portion of the DTS is constrained by the national airlift policy, which dictates the DoD may only maintain and operate enough transportation assets to meet DoD emergency and wartime requirements that can not be "met readily from commercial transportation sources" (DoDR 4500.9-R, 1998:201-9). Even with this constraint, the DTS's organic strategic airlift fleet is a very powerful force enabler. It possesses 586 active duty aircraft and 651 reserve component aircraft, not to mention the enormous capabilities resident in the Civil Reserve Air Fleet (CRAF) which is activated in times of crisis (Air Mobility Command, 1999:vi).

If focused logistics and dominant maneuver are key operational concepts of the future U.S. military force, then the DTS must provide the warfighter with an effective and reliable transportation system. An effective system must be able to prioritize cargo and personnel when there is not enough capacity to handle the volume. A reliable system must be able to provide consistent and timely service to all users regardless of priority, otherwise their readiness and operational capabilities will be degraded.

Doctrinal Basics

Two layers prioritize the DTS, the first layer is the DoD Transportation Movement Priority System. This system prioritizes DTS users by assigning priority codes to different classes of requirements. These priority codes, reproduced in Appendix A, communicate the importance of a particular mission and rank order them so airlift and sealift can be allocated to those missions most important to national interests. The guidance states airlift managers must apply transportation capability to the highest priority movement when requirements exceed the DTS capacity (JP 4-01, 1997: A-4). The second layer of prioritization assigns priorities to cargo and passengers within each movement priority with a separate numeric priority code when the airlift is shared by more than one user (JP 4-01, 1997:A-1 – A-2). These priorities are established on the basis of mission operational importance and the urgency of need. If it was to be summed up in vernacular airlift terms, the DoD movement priority system establishes what mission gets an airplane, the cargo and passenger priority system establishes what goes on the airplane.

However, this process is a bit more complicated than at first glance. The DoD movement priority system is used to establish precedence for missions where existing channel airlift is not feasible (JP 4-01, 1997:A-4). Channel airlift is defined by JP 1-02 as common user airlift service provided on a scheduled basis between two points. Simply stated, channel airlift is routine sustainment flights serving the DoD and other U.S. government agencies overseas. The operations not supported by channel airlift are requirements such as moving the President, major exercises, humanitarian relief, and major contingency operations where U.S. troops are going into harm's way.

Furthermore, channel missions themselves have their own DoD movement priority depending on the nature of the sustainment.

For missions other than presidential and channel airlift the user determines the priority of the cargo and passengers that need to be moved. This is normally communicated via a Time Phased Force Deployment List (TPFDL), which is simply a listing of all the personnel and equipment being utilized for the mission, including the points of embarkation, debarkation, and the date the cargo or passengers are required in-place (JP1-02, 2000:468). USTRANSCOM validates the TPFDL requirements, but USTRANSCOM is only stating the load can be moved and there are adequate resources to do it. The prioritization of the TPFDL is entirely the responsibility of the operational commander. Citing the Gulf War as an example, Gen Schwarzkopf, the Commander in Chief of U.S. Central Command (CINCCENT), and his staff built the deployment plan and USTRANSCOM then had to match the requirements to the available transportation assets.

But prioritizing our limited airlift assets is not completely placed on the shoulders of the user. The operational commander prioritizes what is most important to the operation and the DTS prioritizes what is most important to the nation with all of the operations, exercises, and contingencies the United States is involved in at any given time. Hence we have the Transportation Movement Priority System. But what happens when a CINC feels the system is not recognizing the importance of their missions or several contingency deployments are going on simultaneously? By the Transportation Movement Priority System, all of the contingency deployments would have a movement priority of 1B1. Who decides which one gets the airlift? JP 4-01.1 recognizes

USTRANSCOM, as the operator of the DTS, is not in a position to determine what the National Command Authorities (NCA) feel is most important, so the doctrine calls for the Joint Transportation Board (JTB) to, "adjudicate competing lift requirements of supported commanders" (JP 4-01.1, 1996:II-7).

The JTB is chaired by the Joint Staff Vice Director for Logistics (J-4) and is comprised of the Vice Directors from the J-3, J-5, J-7, and the senior transportation directors from each of the Services (JP 4-01.1, 1996:II-7). The USTRANSCOM J-3/4 also sits on the board as a non-voting member (JP 4-01, 1997:B-1). The charter of the board states it is the avenue to communicate the intent of the NCA to USTRANSCOM so the DTS can react accordingly (JP4-01, 1997:B-1). If the JTB can not resolve the issue then they are mandated to refer the matter to the Chairmen of the Joint Chiefs of Staff (CJCS) (JP4-01, 1997:B-2).

Overall the prioritization system in place for the DTS seems fairly well thought out and robust. Yet still there is anecdotal discussion by airlift planners from USTRANSCOM, AMC, USAFE, and others who firmly believe the system is ineffective.

Research Question

Many staff and line officers that work in strategic airlift have claimed airlift prioritization is weak or nonexistent. It appears that the broad 1B1 transportation movement priority coupled with the inflation of supply priority designation causes the airlift system to have, in effect, no prioritization ability when the system is strained by a contingency or crisis. The question posed by this paper then is whether or not the prioritization system for the strategic airlift portion of DTS enables focused logistics and dominant maneuver.

The theoretical constructs for measuring effectiveness of the strategic airlift prioritization system start with determining if the strategic airlift system ever becomes saturated with a single DoD transportation movement priority category. Saturation of the system will obviously negatively correlate to the customer satisfaction of the airlift users. However, customer satisfaction levels would need to be weighted according to the importance of the mission. It must also be noted that intervening variables may be at work with regards to importance of particular missions. This dissatisfaction of DTS users would be extremely hard separate from all of the intervening variables as well as the emotions that can come into play on both sides of the issue. This construct might be better operationalized by looking to see if strategic airlift utilization ever experiences a surge in a single DoD transportation movement priority to the point it eclipses the ability of the lower priority users to obtain reliable transportation.

The second theoretical construct is the frequency with which DTS users get told they will not be supported despite having a valid requirement. Analyzing the frequency of non-support and the reasons why a requirement was not supported will operationalize this construct.

The final outcome of the research should be whether or not the current prioritization system is effective. Effective is defined as producing the desired result of reliable and timely strategic airlift to all users with valid requirements. If it is not found to be effective, then potential avenues for further research into this matter should be suggested based on the research already conducted. Specifically, if the current prioritization system of the DTS is not effective, then how could it be fixed? This is a problematic issue but the potential benefits are enormous to the nation as a whole. The

problem comes down to the fact that Joint Vision 2020 cannot be realized unless the DTS is able to provide the nation with a transportation system effective for all DTS users.

II. Literature Review

Historical Perspectives

Concern for prioritizing airlift requirements against inadequate airlift assets dates back to World War II, when organic and commercial airlift assets could not meet Army and Navy needs. The result was the establishment of the Joint Army-Navy Transport Committee, which not only looked for ways to optimize available assets, but also coordinated prioritizing the traffic. This committee started the move towards a joint manager of airlift assets, paving the way for the creation of the Military Air Transport Service (MATS) in June 1948 by the Secretary of Defense. MATS was the single DoD entity for operating strategic airlift assets, but prioritization and operational issues were handled by a JCS committee that had equal representation from all services (Cossaboom, 1999).

This arrangement, with a few name changes, lasted until 1987, when USTRANSCOM was created to be the single wartime manager of all common user transportation assets in the DoD (Matthews & Holt, 1999:2). The command was later put in charge of all common user transportation resources in peacetime and wartime as a result of the lessons learned in the Gulf War. It naturally follows then, that one of the largest deployments in history, the Gulf War, should be a good case study to see if the DoD Transportation Movement Priority System was effective.

The Gulf War was the first activation of USTRANSCOM, therefore much was learned in the process. The Iraqi invasion of Kuwait took America largely by surprise and it is no shock the scope of the situation was beyond the postulated threats in the existing deliberate plans (Menarchik, 1993:59). As a result, General Schwarzkopf was

forced to quickly respond with a modified operational plan and had to adjust it on the run. This made the deployment even more chaotic since USCENTCOM was writing the plan as it was being executed. Due to this chaos, there were numerous instances of airlift being squandered on units not ready to deploy or not even notified to deploy (Menarchik, 1993:51).

Granted the Gulf War was a major theater conflict to the U.S. military and appropriately for the situation, 90% of Military Airlift Command's (MAC's) organic airlift missions were dedicated to Desert Shield (Menarchik, 1993:90). While dedicating such a large percentage of strategic airlift to a single operation makes intuitive sense in light of the gravity of the crisis; the channel airlift users were still concerned about the ability of AMC to fill their critical logistic support needs. Many of these channel missions were supplying critical or remote outposts such as U.S. Forces Korea or Thule, Greenland. Added to this, USCENTCOM's deployment requirements for C+5 to C+8 were more than double the airlift capabilities of MAC and these requirements continued to exceed capacity for the first one and a half months of the deployment (Menarchik, 1993:61).

The execution of the plan came down to USCENTCOM getting as much airlift as MAC could muster with CRAF augmentation and selective activation of reserve units (Menarchik, 1993:64). In addition, the MAC Commander waived training requirements, flying hour accumulation limits, and extended crew duty days to squeeze more capability out of the force (Menarchik, 1993:64). The USCENTCOM J-3 and J-4 ended up designing the plan around how much airlift they could get in a day, since obviously they wanted everything there as soon as possible (Menarchik, 1993:61). This is, of course, the

essence of the crisis action time phased force deployment process, determining what can go and when, given limited asset availability. The size of the problem in Desert Storm was monumental in comparison to previous strategic transportation operations. USCENTCOM even pushed the capability of the theater to receive airlift aircraft at bases in theater (Menarchik, 1993:61). The number of airlift aircraft available to USCENTCOM was eroded by requests from coalition partners to get to the fight, which had to be granted in order to preserve the coalition face of the operation. Other missions to provide humanitarian assistance to Jordan were also given a higher priority than the Desert Shield deployment. However, the most often cited example of bumping USCENTCOM's airlift priority was when President Bush ordered the immediate deployment of a Patriot missile battery to Israel (Matthews and Holt, 1999:57).

Prioritization within the theater was clearly chaotic with the changing enemy situation. This dictated CINCCENT adjust his priorities in mid-deployment to counter the Iraqi threat. The theater also saw fighting between the services on what was most important, especially in the area of sustainment airlift. Sustainment airlift was grid locked since the ongoing deployment bumped the priorities of sustainment equipment. The priorities designated on sustainment cargo continued to creep up as a result of the deployed forces not being able to get sustainment cargo in a timely or reliable manner. (Matthews and Holt, 1999:57). MAC eventually devised a program called the Desert Express to solve the problem (Matthews and Holt, 1999:59).

Desert Express and the European Desert Express were dedicated channel airlift missions on a fixed schedule. A C-141 left Charleston AFB daily and it carried only the cargo USCENTCOM deemed would seriously hinder the mission if it was not on the first

aircraft available (Matthews and Holt, 1999:59). Space on the aircraft was allocated to each service according to USCENTCOM guidance, giving the theater component commanders an ace in the hole for the equipment that absolutely had to be in theater as soon as possible. The result of the Desert Express was it delivered designated critical cargo within 72 hours rather than the two weeks it took before the advent of the Desert Express system (Matthews and Holt, 1999:59). Even this solution, however, eventually saw "priority creep" hampering its effectiveness as more and more cargo was designated for the Desert Express as time went on (Matthews and Holt, 1999:59).

Another important lesson from Desert Storm/Shield addresses the earlier question of what happens to other theaters' channel airlift support. The reality struck almost all users that they were not going to get supported with the Gulf War going on, so many of them simply found other methods to get their cargo and passengers where they needed them (Matthews and Holt, 1999:62). The only other activities that drew airlift away from the Gulf War were the movements of the President, Vice-President, and special weapons (Menarchik, 1993:64). Of course, this lines up perfectly with the current movement priority system in Appendix 1.

The Gulf War was a monumental achievement in dominant maneuver and was proof positive the United States could deploy a significant military force anywhere in the world rapidly and decisively. In the years following the Gulf War, the lessons learned showed a need for USTRANSCOM to be single manager of the DTS in both peace and war to streamline the DoD's transition to war. The USTRANSCOM charter was changed to incorporate this expanded role on 8 January 1993 (Matthews & Holt, 1999:229). The Desert Shield/Storm lessons learned also spawned programs to improve in transit

visibility, the development of rapid deployment planning tools, and a shift in DoD culture to an expeditionary force. All of these have had an enormous impact on the DTS.

However, the years following the Gulf War increased the strain on strategic airlift. AMC found itself continuing to sustain a U.S. presence in the Gulf; deploying troops to humanitarian relief operations around the globe; periodically bolstering the troop strength in the Gulf in response to renewed threats; and deploying forces into Haiti and the Balkans. These worldwide requirements kept AMC busy in both organic lift and chartered capability. The next major commitment of airlift capability was seen during the recent operations in Kosovo. However, before discussing the present, the body of previous research into strategic airlift effectiveness must be explored.

Comparisons of Military and Commercial Performance

Previous research on whether or not the DoD Transportation Movement Priority System was effective could not be found after an extensive search of the Defense Technical Information Center database, RAND publications and periodicals. Research has been conducted though on comparing commercial and military airlift performance as well as the potential for improving the DTS by changing modes or processes. Additionally, RAND conducted a study in October 2000 on the peacetime tempo of mobility forces, which is extremely relevant to the subject of this paper. Each group of research will be discussed separately.

There have been several research papers discussing the ability of the commercial sector to move cargo more cost effectively and reliably. Extremely relevant to this research is an article that appeared in the Air Force Journal of Logistics as an article originating from an AFIT thesis. The authors compared the delivery times of organic

channel missions going to Spangdahlem AB Germany with the delivery times of Federal Express (FedEx) shipments to the same base over a five-month time period (Condon and others, 1999:10). The cargo studied was only that cargo having a 777 or 999 required delivery date, which is defined in DoDR 4500.9R as requiring expedited handling for mission reasons. This means the DoD standard for delivery for this cargo is anywhere from 5 to 18 days depending on the destination (DoDR 4500.9R, 1998:202-15). Condon and his fellow authors conclude the actual service provided by FedEx and organic lift is quite comparable when the transit time alone is considered. There was, however a vast difference in the average delivery times of the two services, FedEx averaged a delivery in 2.71 days while organic lift provided it in 6.24 days. The vast difference in delivery time is a result of time the item waits for transportation at the aerial port of embarkation (APOE), the processing time at the aerial port of debarkation (APOD), and the time it took for surface freight to pick the item up from the APOD and transport it to the ultimate destination (Condon and others, 1999: 11-12).

Capt James A. Clavenna wrote another study along the vein of commercial versus organic lift in 1996. His AFIT thesis looked at the commercial air delivery costs and service versus organic lift for cargo designated 999 being shipped overseas from the Defense Logistics Agency depot at Tinker AFB, OK. Capt Clavenna concluded the delivery time was not significantly different, but organic airlift was more expensive than commercial assets.

Process Improvement Studies

The next group of literature contemplated the improvements that could be made by changing the mode or process used for DoD transportation. The research most notable

in this area is a RAND issue paper written by John Halliday and Nancy Moore. These authors cite the backlogs at CONUS and theater ports result in incomplete documentation, lengthy delivery times, wasted man-hours, degradation in the mission capability of the requesting unit, and lost equipment. They cite the complex, segmented, and unfocused structure of DoD logistics as the primary reason for these problems. From the time an item is requisitioned to the time it is delivered it passes through no less than 6 agencies as well as several priority and information systems.

The result of this unreliable logistics system is that the users adapt to the poor performance and try to compensate for the system by either ordering repetitively or building up a large inventory to protect themselves. This is a typical strategy with high demand items and key to generating the "bull whip" effect, which so negatively impacts the supply chain. Halliday and Moore conclude the DoD needs to improve the currently unambitious DoD delivery standards to be more on par with the commercial sector and establish a DoD-wide CINC for logistics. This particular paper shows great justification for the proposed research. The unfocused and segmented distribution system Halliday and Moore refer to includes the DTS as a significant portion of the DoD supply chain. While the concept of a DoD logistics CINC is outside the scope of this paper, it also points to a need for a single system to prioritize the DoD supply chain.

Charles Shaw wrote a Defense Logistics Agency analysis in 1990 dealing with changing the mode of transportation from air to surface for CONUS shipments that did not impact mission capability. CONUS was picked because it was easier to change modes of shipment in this case. The U.S. Army requisitions studied should have been shipped via air due to their transportation priority of 1 but instead were allowed to go via

commercial freight carrier. The results of the six month study showed a mean increase in delivery time of 2.6 days per shipment, but saved the Army significant money during the period. This study points to the massive waste that exists when transportation priorities are exaggerate in cases of "priority creep." The lack of effective priority shipment rules ends up forcing many items in the DTS to be shipped by air. The result is items could have been shipped by surface freight for less money and probably still arrived on time when the aerial ports are gridlocked with over-prioritization.

Hamilton and Poe wrote an AFIT thesis in 1983 discussing the use of computer modeling to find more effective methods of aircraft scheduling. They tried two different policies of cargo prioritization rules and ran thirty simulations with each set of rules. The result of their model showed prioritization by earliest due date outperformed prioritization by slack rules of operation where the due date is divided by the number of operations. While this research has limited ability to be generalized, it does point out there are potentially better alternatives to the current system and these proposed prioritization rules could be modeled to make a policy determination. This would be an extensive modeling effort though, and numerous assumptions would need to be made on the worst-case DTS scenario. This scenario may not stand-up to day-to-day operational prioritization needs since the DTS has both a peacetime and wartime role.

The next research reviewed was an Air Force Logistics Management Center study written by E. Joann Scarpa and others in 1992. This group looked at replicating the Desert Express concept from the Gulf War and institutionalizing it in peacetime in order to save inventory costs. The study looked at 261 high-cost items in the Air Force supply chain and tracked how long they were in the transportation system. The concept the

study was looking at is similar to commercial efforts of decreasing the time high-cost items spend in the transportation system to prevent accumulating high safety stocks of these items. Along the same vein, the potential cost savings for the DoD by moving these items faster includes not having to maintain as robust an inventory of the items in order to prevent mission degradation. The analysis of the 261 items indicated potential savings to the Air Force of 22.8 million dollars to 17.2 million dollars depending on how fast a delivery standard would be imposed on these items.

This study effectively points to the same conclusion Joint Vision 2020 made for operational reasons. Not only does the DoD need dominant maneuver and focused logistics to execute the mission, but an unreliable DTS also leads to excessive capital being tied up in inventory. The added benefit of an effective prioritization system would be cost savings due to the reduction of current inventory levels.

The last document reviewed on the subject of process improvement is a 1994 Naval War College paper by Robert J. Ritchie. In his paper, Lt Cmdr Ritchie notes the sustainment cargo during Desert Shield/Storm was not effective due to underestimation by planners and the continuing deployment of forces hedging out the sustainment needs of those forces already in place. This resulted in material shortages and mission degradation that could have been catastrophic if land combat was experienced by more of the deployed force. It played out that the divisions not in contact with enemy forces were used to replace equipment shortfalls for the units in contact, preventing the problem from hampering the war effort. The paper then discusses alternatives to ensure a reliable link to critical equipment and spare parts is maintained for future deployments. The options mentioned included replicating the Desert Express concept, utilizing commercial

shippers, and others. This study provides further justification for a more effective DTS prioritization system in order to prevent a lack of focused logistics from hindering the mission of the warfighter.

RAND Mobility Tempo Study

The most relevant research to the question posed by this paper is a RAND study currently being written by Paul Killingsworth, Ken Reynolds, Brian Nichiporuk, and James Stucker. These authors are primarily concerned with the issues surrounding the tempo of AMC, but their analysis of the number and types of missions AMC is supporting complements the topic addressed in this paper. The authors' study addresses the fact that changing national strategy has increased the demands placed on the mobility air forces over the past ten years, but the mobility infrastructure and organization has been reduced or remained the same (Killingsworth and others, 2000:iii). In fact, the authors show quantitative data illustrating the number of missions per month supported by AMC since the end of Cold War have more than doubled when compared to the number supported during the last 4 years of the Cold War (Killingsworth and others, 2000:11). During the same period, the number of strategic airlift aircraft available was reduced by 45% due to force structure changes as a result of the C-17 not replacing the C-141 on a one for one basis (Killingsworth and others, 2000:10).

Another alarming trend the authors found was the Post Cold War period has not only increased the average number of missions AMC is supporting, but the variability of the number of missions supported has also doubled (Killingsworth and others, 2000:13). This factor makes managing the AMC fleet even harder with fewer aircraft. The authors break down missions flown by AMC into two categories, engagement and readiness

(Killingsworth and others, 2000:6). Engagement missions are relatively short notice missions that include the categories of contingency support, expeditionary Air Force support, Presidential/Vice-Presidential movement support (Banner missions), humanitarian relief missions, and short notice Special Assignment Airlift Missions (SAAMs) (Killingsworth and others, 2000:6). Readiness missions, on the other hand, are primarily lower priority missions that are more predictable such as Joint Airborne/Air Transportability Training (JA/ATT), exercise support, local training, channel missions, planned SAAMs, and so on (Killingsworth and others, 2000:6). When the authors contrasted their two categories against the number of flying hours AMC flew during calendar year 1999 by priority, they discovered the engagement missions generally have a higher DoD movement priority than readiness missions (Killingsworth and others, 2000:7).

Furthermore, the study cites quantitative data that shows the active duty AMC force is taking the brunt of the increased unpredictability (Killingsworth and others, 2000:17). The reasons are numerous, but contract airlift and the reserve component requires more predictability by their very nature. As a result, 80% of the unpredictable requirements in AMC are flown by the active duty (Killingsworth and others, 2000:17).

The remainder of the study goes on to propose potential ways to reduce the peacetime tempo of the active duty force, to include recommending an increase in the number of aircraft and crews as well exploring other options to increase efficiency and flexibility (Killingsworth and others, 2000:33). Some of these other options are to increase the number of missions given to commercial contractors; reducing the emphasis on the Transportation Working Capital Fund (TWCF); and making organizational

changes that would enhance flexibility to make policy changes (Killingsworth and others, 2000:47 & 54). All in all, this is an excellent research effort, but it is not focused on the same topic examined in this paper.

The result of all of these previous research efforts is that the stage is set for the current research question, "does the DoD movement priority system enable focused logistics and dominant maneuver." It is obvious that for many years a lack of reliability in the DTS has been noticed as evidenced by the research reviewed. There is, however, a lack of research addressing the impact the DoD Transportation Movement Priority System has on DTS effectiveness. While the prioritization issue may not be the only factor affecting effectiveness, it must be explored.

III. Methodology

Course of Action

A true controlled experiment would ultimately be the best course of action to conclusively prove the current airlift prioritization methods are or are not effective. This would also be the best method to analyze potential improvements to the prioritization system, but there are two problems preventing a true experiment. The first is the entire DTS is relatively committed on a daily basis, so a massive experiment using real world assets would be both costly and crippling to the DoD. This would naturally lend itself to a modeling and simulation effort then, but the complexity of such a model is prohibitive. Existing models were not designed to model the entire DTS and manipulate the prioritization system to compare effectiveness. Designing and implementing such a model is beyond the scope of this research.

A quasi-experiment would be the next best method to study airlift prioritization, but over the years there have not been many changes to the movement priority system. Therefore a quasi-experimental approach can not be used to analyze changes in the effectiveness of the DTS since without a change, there is nothing to analyze.

The research question then lends itself to correlation research methods. The research methods at our disposal are numerous, and in this case we can take advantage of using more than one method to add validity to our observations. This is the principle of triangulation, which adds to the validity of the final conclusion because the same research question was observed from different perspectives in order to come to the conclusion. Noting this, the first analysis method should be an unobtrusive observation of historical USTRANSCOM records.

Quantitative Traffic Analysis

Quantitative analysis of DTS traffic involving organic airlift assets is relatively easy to conduct using the data collected by the Mobility Management Division of the Tanker-Airlift Control Center (TACC). TACC collects historical data on all missions flown by AMC military aircraft as well as delays and regrets AMC gives to DTS users. The data that will be looked at will be calendar year 1999 (CY99) and CY00. This Microsoft Excel database can be manipulated in numerous ways, but most importantly for this research it can summarize all aircraft missions by their DoD movement priority code. This data clearly lends itself to proportional analysis and could be analyzed in a time ordered fashion to see the fluctuations in the number of airlift aircraft being dedicated to each priority.

Obvious points of interest would be those points in time when the DTS was strained by a major crisis or world event. Due to the anecdotal indications already discussed in Chapter 1, the data before, during, and after the Kosovo operations will be looked at along with overall DTS trends. The raw data would be best exported to a Microsoft Excel workbook and then displayed with graphs as well as being analyzed by pivot tables. This data analysis could reveal potential saturation points or even periodic trends.

The threats to validity from this approach are primarily from internal validity. The primary source of error is the accuracy of the TACC data, input errors or incomplete records could be the result of normal human error or the final disposition of a mission not being reported to the Mobility Management Division. There is also the possibility the DTS customers may contribute to data bias through their attempts to circumvent the

priority system, knowing a low priority mission will often not be supported. Evidence from interviews conducted by the author revealed lower priority missions are sometimes given a higher priority due to the ramifications of canceling a particular mission. The last concern is that sometimes an aircraft mission may have more than one priority on board due to opportune airlift. In these cases the aircraft will be annotated with the highest priority being carried. This could hide some data we are looking for.

There is also a threat to external validity as well; this is whether or not the data examined is indicative of the DTS. The time period studied could end up being a unique situation or it could also not be enough of a strain on the DTS to cause the lack of prioritization we are looking for. It has been theorized the current period of high military activity is an anomaly which will eventually decline, but the political realities of Global Engagement and national military strategy are beyond the scope of this research. For the purpose of this research it is assumed the quantity of transportation requirements experienced since the end of the Cold War is indicative of future trends.

The advantage of this unobtrusive observation data analysis method is it prevents reactivity from the system. Since the subject of DTS effectiveness and the anecdotal perceptions of the DTS's inability to prioritize missions can be an emotional issue, interviews could lend themselves to showing saturation despite historical evidence indicating the opposite. This research method prevents such an interaction since it uses only archival records.

Qualitative Perspectives

Direct interviewing will be the second method used in this study. While the threat of reactivity will be present as discussed, the advantage of this second method is the

possibility of triangulation with the archival data. These interviews will be conducted with personnel responsible for managing the airlift system; both action officers who plan the utilization of airframes as well as senior leaders who are responsible for managing mobility processes. These interviews will attempt to gain insight on those times when the DTS may have been strained to the point the DoD Transportation Movement Priority System failed. In order to gain the best insight on this issue the interviews will be conducted with personnel from USTRANSCOM, AMC, and a theater command. By interviewing subjects from each level of air mobility management, a more complete picture can be seen of any problems in the prioritization system. Data from the interviews will then be analyzed for similarities among the subjects and with the quantitative data.

Eisenhardt discussed this type of case study approach in detail in 1989. While the thrust of her article is how to build theory from a case study and in our research we have only advanced a hypothesis, her observations still hold true to the method we will be using. Her advice for this type of research is to look for similarities between the cases and analyze them for validity (Eisenhardt, 1989:540). The weakness that must be watched for is similarities may be idiosyncratic rather than hard data proving the hypothesis (Eisenhardt, 1989:547).

The interviews will be conducted using the questions located in Appendix B as an outline for dialogue. From this questionnaire, interview subjects will be asked to expand on their particular experiences and to cite concrete examples of ineffectiveness. The selection of subjects for these interviews could be problematic since bias could be introduced if all of the subjects share the same operational experiences. This is why the

decision to conduct interviews with USTRANSCOM, AMC, and theater level mobility planners was made, to get a diverse perspective for this research. The subjects will still have a potential for biasing the results due to their personal or cultural perceptions of the problem.

While the method is not as effective as a true or quasi experiment, the analysis of the data will be a better judge of DTS prioritization effectiveness than the current anecdotal remarks from planners. Additionally, from the insight of key mobility leaders and planners we should be able to make qualitative observations on avenues to improve the prioritization efforts in the DTS.

Assumptions/Limitations

It is assumed the requests for airlift support are indicative of the true requirements. This assumption is necessary since it has been hypothesized that DTS customers tend to not request airlift during a national crisis since they feel they will only be turned down in the end.

The biggest limitation to this research is there is no visibility on what AMC contracted out with civilian aircraft carriers. As pointed out in the beginning of this paper, the size of the organic airlift fleet is limited by what can not be readily obtained from commercial sources and AMC does contract with civilian carriers frequently to meet the needs of the DTS users. Commercial contracts have been used for planned contingency rotations (often DoD priority 1B1), frequency channel missions (DoD priority 1B3) and even during the Gulf War under the auspices of the CRAF. Visibility on these contracts is problematic though because TACC only collects data on the utilization of organic C-5, C-141, and C-17 aircraft. This will somewhat limit the

validity of this research, but contracted carriers are predominately used for less volatile missions since it takes time to get a commercial aircraft on contract.

Closely related to this limitation is the absence of data on C-130, KC-135, or KC-10 utilization in a strategic airlift role. This limitation is not as big as not seeing the use of civilian carriers because refueling and C-130 assets are not widely used as strategic airlifters. While C-130s will occasionally ferry cargo across the oceans or to South America, this is counted as a deployment since the role of the C-130 fleet is intratheater airlift. So when a C-130 is being used by a theater such as SOUTHCOM for channel airlift support, the C-130 is actually part of the theater assets and counted as deployed (Lilly, 2001). Tankers are not tracked as part of the AMC data since they are not normally tasked as airlift assets. KC-10s and KC-135s are capable of carrying cargo, and they are occasionally used to support contingency or channel missions but their utilization is on a case by case basis. A common example of utilizing a tanker in an airlift role would be to ferry the maintenance package and relief pilots of fighter aircraft being deployed in the same KC-10 that is refueling the fighters. Another example is when a tanker used for a channel mission in order to get the pilot experienced at flying into foreign countries.

Data for civil carriers, C-130s, KC-10s, and KC-135s would be available if the Global Transportation Network (GTN) was used to obtain the source data, but GTN records are only available as far back as 90 days from the current date. This GTN limitation was discussed at length with the USTRANSCOM GTN office and they are discussing the feasibility of making archival data available, but current system

capabilities can not support it. The data is archived on magnetic media, but it is in raw form and unusable unless the GTN system is upgraded.

It must be noted that the TACC data used by this research is simply the best available, not tailored for this specific research effort. No criticism is intended of the TACC tracking process, it serves its intended purpose perfectly, to give the senior AMC leadership visibility on the operational pace and issues affecting the organic strategic airlift fleet.

This limitation, therefore, leads to the assumption that the organic airlift fleet is the best subset of the DTS to focus on when studying prioritization. This assumption is reasonable since the organic strategic airlift fleet is the part of the DTS most capable of responding to the volatile nature of prioritization. Contracted civilian carriers require longer lead times to ensure contractual instruments are in place. The data on delays and regrets is not limited by this assumption since all delays and regrets are tracked.

IV. Results and Analysis

Defense Transportation System Traffic Volume

The TACC Mobility Management Division data for CY99 and CY00 was merged into one Excel worksheet. The number of missions AMC flew daily was broken out by the categories TACC used to tracked aircraft utilization. This merged data is located in Appendix C for validation purposes.

As shown in figure 1, the DTS requirement for just organic strategic airlift aircraft is enormous. However, it must be noted the total capacity is limited by the number of aircraft and crews assigned. Surging the capacity of the strategic airlift fleet can only be accomplished by reducing the number of aircraft held back for training requirements, extending the aircrew flying hour limitations, or activating reserve units. Based on the

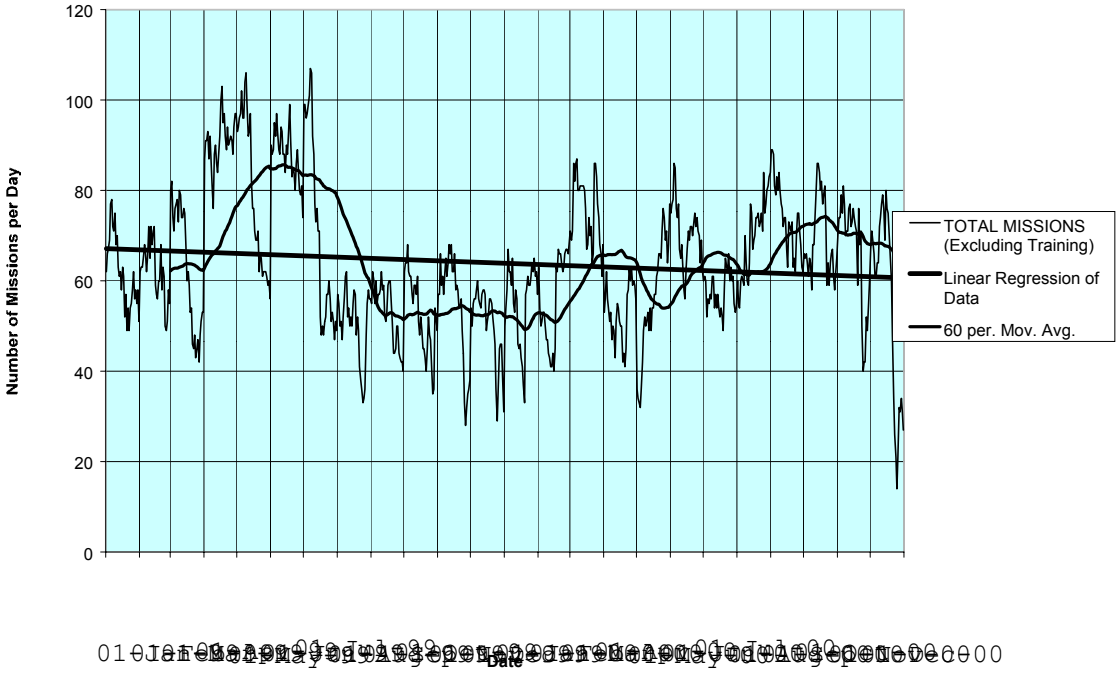

Figure 1. Daily AMC Mission Load 1 Jan 99 to 31 Dec 00 (excluding training and JA/ATT missions)

data the strategic airlift fleet (C-5, C-141, and C-17 aircraft) averaged 63.87 missions per day with a standard deviation of 15.60 missions. Since the data appears to be fairly normally distributed (skewness of 0.22 and kurtosis of –0.01) it also comes as no surprise the median and mode of the data was 62 missions.

To clarify terms in the area of data analysis, skewness is defined as a measure of the symmetry around the average (Brightman, 1999:34). Skewness of less than –1.0 corresponds with data distributed primarily greater than the average, with a long tail of data extending towards zero, while a skewness of greater than 1.0 denotes the opposite data trend (Brightman, 1999:38). Skewness between –1.0 and 1.0 means the distribution of the data is relatively symmetric around the average value (Brightman, 1999:38). Kurtosis, on the other hand communicates how peaked or flat the distribution of the data is, positive kurtosis is relatively peaked, while negative kurtosis is relatively flatly distributed data (Brightman, 1999:34).

What skewness and kurtosis means to strategic airlift utilization is it shows how strategic airlift assets are typically utilized. Data with a right skew communicates that the airlift utilization being examined tends to be used at the higher end of the data range rather than being more centrally distributed. Kurtosis communicates whether or not the airlift fleet is utilized consistently at one rate or if the utilization tends to be spread across a larger range.

The problem with the first picture of daily AMC traffic volume is Kosovo was a surge in DTS traffic volume, so eliminating it and its after effects from the data may provide a more accurate picture of the typical traffic in the DTS. The dates the Kosovo crisis effected AMC operations were from 1 Mar 99 until the end of reconstitution

(Trotter, 1999). The date of 1 Aug 99 was chosen as end of Kosovo influence since this is far enough after the contingency to allow for reconstitution of the fleet in both maintenance and aircrew training. Analysis of the post-Kosovo data, 1 Aug 99 to 31 Dec 00, still shows a near bell shaped distribution (skewness of –0.27 and a kurtosis of 0.04), but the average number of missions drops to 59.9 missions with a standard deviation of 13.09. While the Kosovo surge period of 1 Mar 99 to 15 Jul 99 was also a near bell-shaped distribution (skewness of –0.74 and a kurtosis of -0.30) with an average number of missions of 81.1 and a standard deviation of 15.85.

This analysis tells us that during the Kosovo surge period the same number of strategic airlift aircraft averaged 21.2 more missions a day and experienced greater variability in the number of missions. This has profound impact on the life expectancy of the aircraft, the expectations of the aircrews, and the ability of TACC to plan the effective utilization of these aircraft, since the situation on the ground in Kosovo is only thing dictating the additional 1B1 requirements.

Another method to use when looking at the total volume of strategic airlift traffic is to compare the AMC contract with its wings for the number of aircraft available for operational missions. In December 1999, TACC began experimenting with the concept of telling the wings in advance how many aircraft and crews it will need for operations. This gave the wings a better picture of operations tempo (OPSTEMPO) they should expect. While the contract is an agreement based on the number of aircraft in depot maintenance and other factors, it is only a planning factor and does not apply during a national crisis when the DTS needs to surge in capacity. A graphical representation of percent of this contract utilized versus time is located in figure 2.

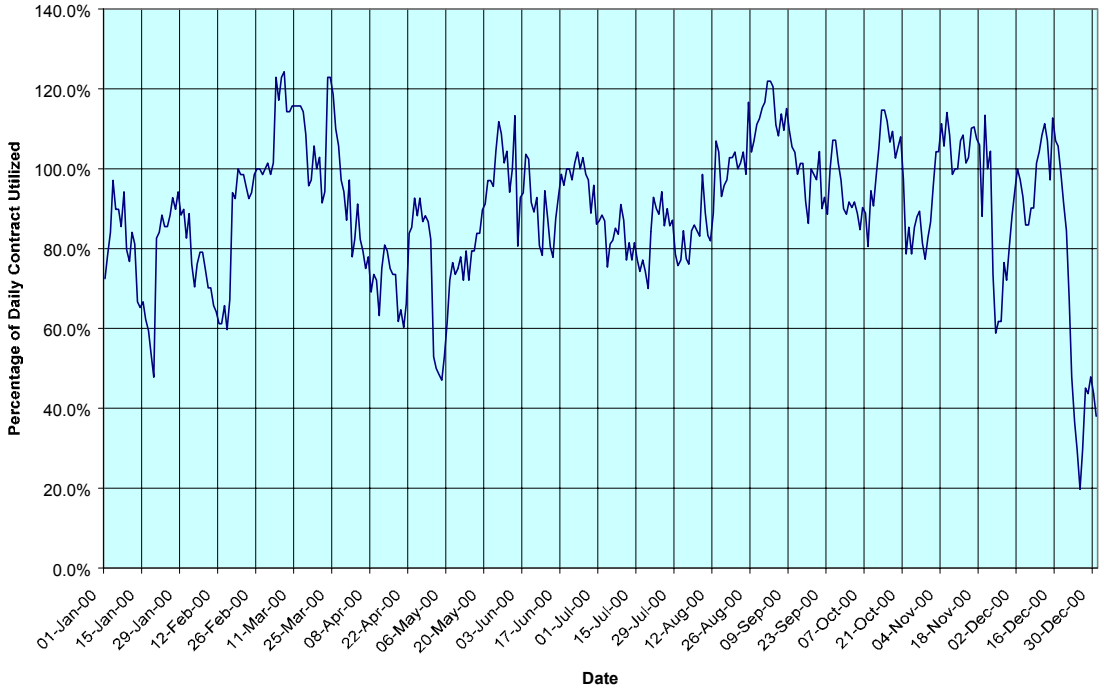

Figure 2. Daily Percentage of TACC/Wing Contract Utilized from 1 Jan 00 to 31 Dec 00

This graph shows AMC has effectively used the contract system to give the wings some needed predictability, but the contract has been violated numerous times as well. It is unfortunate the system was not in place during Kosovo to see how the crisis would have effected the contract. The data is still extremely useful, especially since AMC's senior leadership intended to give the airlift wings as much stability as possible but the system still shows incredible volatility in the daily requirements for the strategic airlift fleet. This lends credibility to the research assumption the strategic airlift fleet is the best subset of DTS airlift to study prioritization efficiency since it is so effected by prioritization.

It should be noted a value of greater than 100% is possible only by cutting into the number of aircraft the airlift wing had set aside for local training or local maintenance. Therefore every time the contract is utilized over 100% the cost is training of AMC

aircrews and maintenance of the fleet. While going above this value is the very essence of surging the fleet to meet the demand, the ability of active duty aircraft and aircrews to sustain this rate is limited by aircrew flying hours restrictions and periodic maintenance requirements. If sustained too long the cost will be a corresponding loss in capacity as the fleet begins to breakdown and aircrews find themselves facing mandatory grounding until their accumulated flying hours go below the maximum allowed for safety.

If the utilization rate of the fleet is anticipated to exceed the contract rate for an extended period of time, AMC active duty capacity would need to be augmented by CRAF or the reserve component to keep from losing system capacity. This is one of the larger issues facing AMC, when to activate the earlier stages of CRAF and when to ask for a Presidential Reserve Call-Up for airlift capacity. While it is impossible to predict airlift requirements with great accuracy due to the dynamic nature of the global environment, it is possible to note trends and DoD movement priorities that are inherently more predictable by their nature. This is the essence of the RAND OPSTEMPO study and it may help AMC to better prioritize requirements when analyzed. The flip side of this question is what does the wing do with excess capacity when the contract is under utilized? This was outside the scope of this research effort, since it would have meant retroactively tracing wing aircraft utilization during low contract utilization periods.

Analysis of AMC Mission by Priority

The categories used in the TACC data do not exactly line up with DoD Transportation Movement Priority System codes. Additionally, the method TACC used to categorize missions changed slightly over the period of 1 January 1999 to 31 December 2000. Specifically, channel missions were originally lumped in one category

until they were broken out into their separate DoD Transportation Movement Priority System codes starting on 1 Feb 00. Additionally, movements involving the U.S. President and Vice President (Phoenix Banner and Phoenix Silver missions) are 1A1 priority and are broken out into two categories, Banner/Silver and OCONUS. TACC tracks these missions in this manner to give a better indication of daily aircraft availability.

The number of missions AMC flew daily from 1 January 1999 to 31 December 2000 are displayed in detail in figure 3. The cumulative total (top line) of figure 3 corresponds to figure 1, but what is being displayed in figure 3 is a greater level of detail showing the individual TACC categories that comprised the total requirements flown each day. The resulting graph in figure 3 is similar to the ones the AMC senior leadership use in their operations briefings, but the time period utilized by this research is

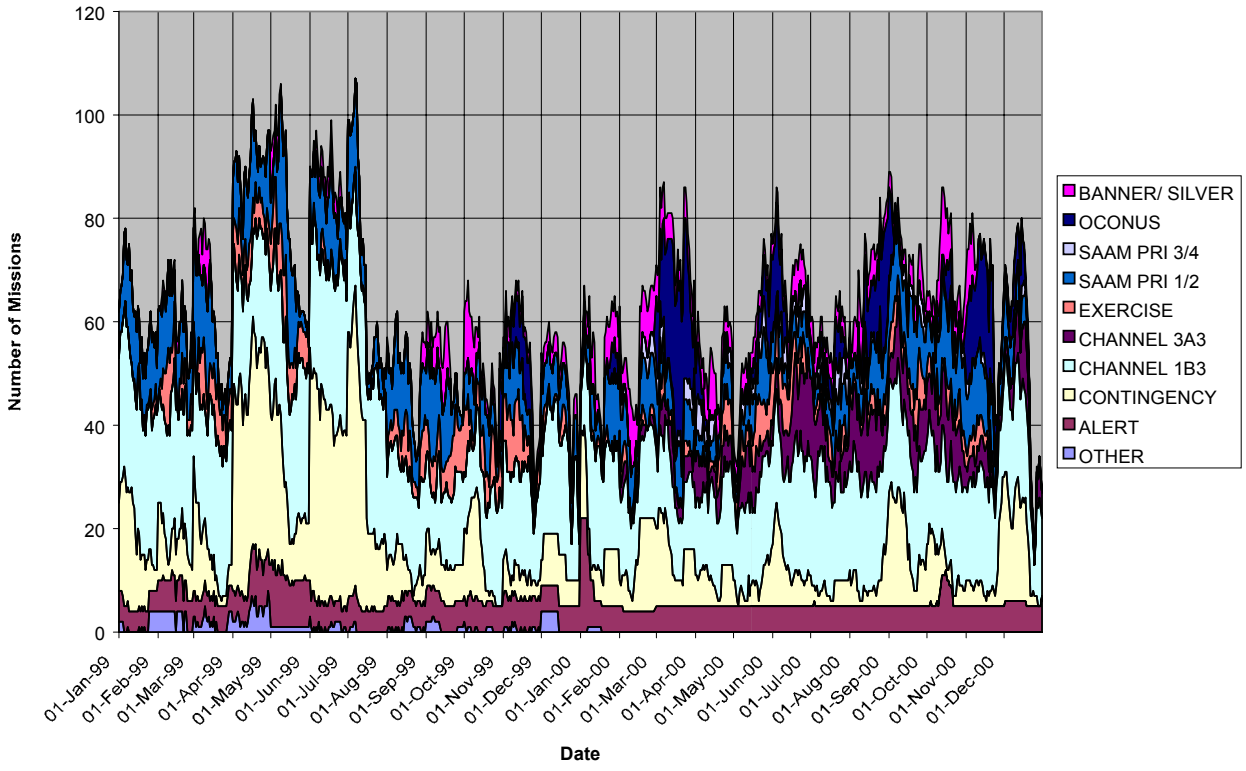

Figure 3. AMC Traffic 1 Jan 99 - 31 Dec 00 (excluding training & JA/ATT missions)

two years rather than the immediate future. The graph shows the contribution each priority makes towards to overall total missions being flown by the strategic airlift fleet. From this graph it is obvious each category shows incredible variability even in light of the observations from the RAND study on Peacetime Tempo of Mobility Air Forces.

The next step in the analysis is to examine the characteristics of individual categories from the TACC data. The first category analyzed is the contingency category, which equates to 1B1 missions AMC is tasked to support. This category has an average number of missions on any given day of 12.17, but the standard deviation is enormous with a value of 11.39 missions per day. When the skewness and kurtosis is examined (1.66 and 2.20 respectively), it is apparent the distribution is far from bell shaped. This means the overall contingency category exhibits a great deal of variability, which makes intuitive sense in light of the crisis nature of many of these missions. A possible explanation for this variability is the overall contingency category may contain separate populations. Simply stated, the 1B1 category contains two or more subsets of data, some of which may be more predictable that the aggregate contingency category. The frequency distribution for the contingency category is located in figure 4 and tends to support this multiple population concept. While it is not possible to separate different types of contingency missions from the TACC data, it is possible to examine smaller periods of time in the data based on the daily requirements and world events.

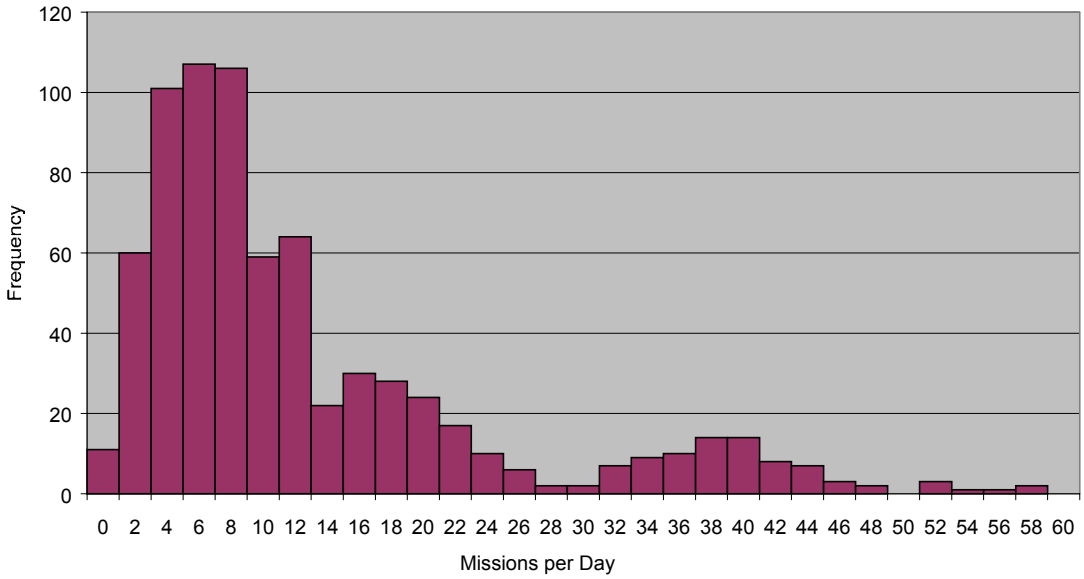

Figure 4. Distribution Frequency of Contingency Missions 1 Jan 99 to 31 Dec 00

The most striking increase in the daily number of contingency missions flown are the two enormous spikes in May 1999 and July 1999. The vast majority of these missions were in support of operations in Kosovo. The first spike coincides with the deployment of forces for Operation Allied Force, the air war over Serbia. The second spike coincides with the deployment of forces into Kosovo as part of the United Nations peacekeeping effort, KFOR. If the contingency data for the period of 1 Mar 99 to 15 Jul 99 is analyzed separately, then the average number of missions per day is 27.90 with a standard deviation of 15.45. This subset of the 1B1 data is also not near-bell shaped since it has a skewness of –0.29 and a kurtosis of –1.22. However, the data does show less statistical variability than the aggregate data showed.

Looking at the data graphically, a histogram of the daily number of contingency missions flown by AMC during the Kosovo crisis is contained in figure 5. While the frequency magnitude is reduced due to the smaller sample size, this histogram shows that during a strain on the strategic airlift fleet in response to a crisis the daily requirement for aircraft shifts coherently to a larger number. A separate distribution clustered around a lower number of daily missions also exists, especially in the Kosovo case since the crisis

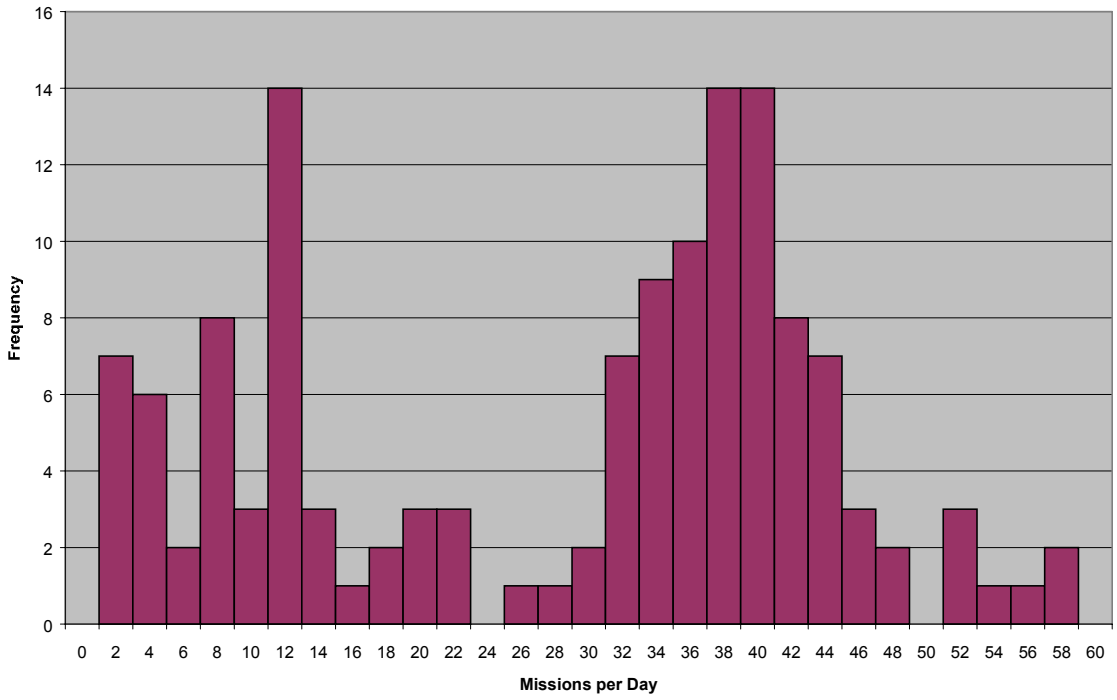

Figure 5. Distribution of Daily Contingency Missions During Kosovo Operations (1 Mar 99 - 15 Jul 99)

response was accomplished in distinct phases. So in between these distinct phases, the distribution of contingency missions returns more or less to the steady state rate.

The end result of this analysis is the revelation that the surge in daily volume during the Kosovo crisis can be accounted for by the increased demand in contingency missions. A statistical test should be used to determine if the Kosovo requirements and aggregate requirements are statistically different or possibly the result of random error.

However, this test for statistical significance can not be performed since the data is not near-bell shaped and a transformation of the data does not yield a bell shaped distribution to analyze. A visual analysis of the histograms, however, allows us to conclude with a degree of confidence the two distributions are not the result of random error, but are indeed significantly different.

Turning to contingency data after the Kosovo crisis, there still appears to be periodic fluctuations in the amount of contingency (1B1) traffic. This characteristic of the contingency category might be traced to the periodic rotations of Army and Air Force personnel in support of ongoing operations in South West Asia and the Balkans. This observation is strengthened when it is noted the spikes in contingency traffic occur approximately 90 days apart, the duration of a typical contingency deployment. It is important to note that most contingency forces are rotated as a group in order to maintain unity of command in the deploying forces.

The aggregate analysis of contingency traffic requirements indicates this category is extremely unpredictable based on world events. The expected increase in volume due to a world crisis can not be anticipated since the exact mission requirements are impossible to predict until the situation unfolds. The analysis also indicates the presence of a subset of the aggregate contingency airlift requirement that supports the DoD's steady state commitments. This steady state requirement is more predictable, but still cyclic based on the rotation of forces in the different theaters.

The distribution of missions dedicated to supporting presidential and vice-presidential travel also shows great variability, as shown in figure 6. The average requirement was 3.55 missions, but the standard deviation was relatively large with a value of 3.31. While the requirement distribution is relatively bell shaped since the skewness was 0.85 and the kurtosis was 0.33, the distribution is so spread out by virtue of the standard deviation it would be impossible to develop a predictive solution for future requirements. While the most frequently occurring number of daily missions was 0, the median value of 5 frequently put a strain on the airlift fleet. These missions are sometimes planned well in advance, but they can also be short notice if the motivation for

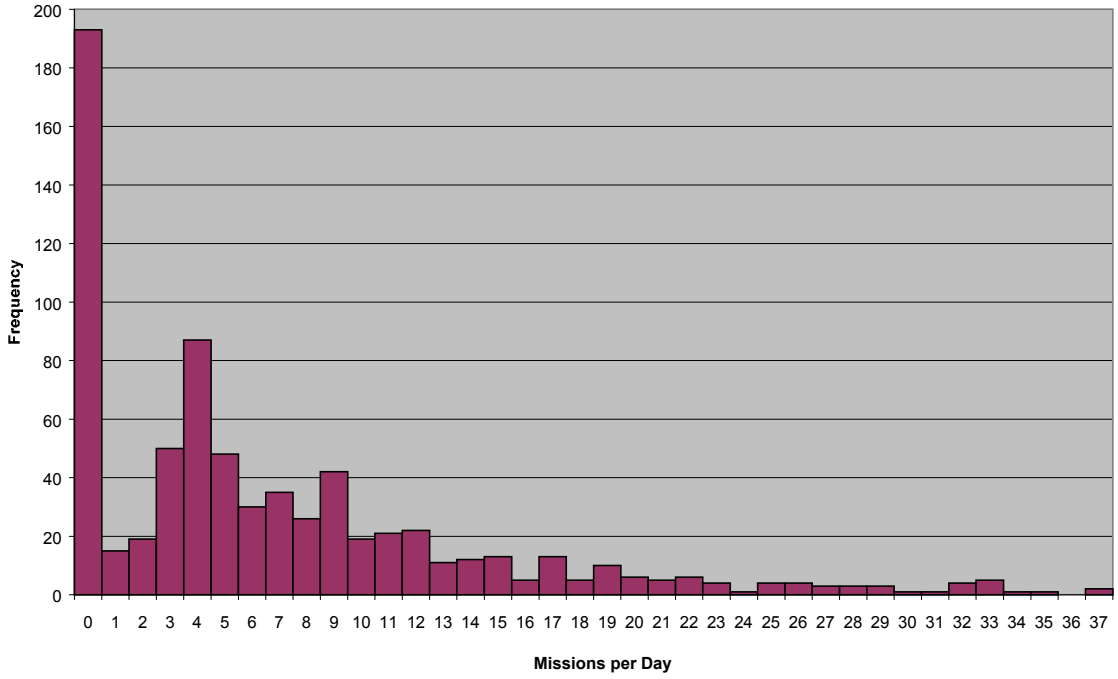

Figure 6. Distribution of Daily Mission Requirements for Presidential/Vice-Presidential Support (1 Jan 99 - 31 Dec 00)

presidential travel is in response to a crisis. It should be noted that this data does not reflect missions on aircraft from the 89th Airlift Wing, which operates a dedicated fleet of

very important person (VIP) transport aircraft. The missions reflected in this data are strictly strategic airlift aircraft being utilized to support a presidential or vice presidential move either inside the continental United States or overseas.

It has often been anecdotally mentioned that presidential travel often increases in response to a crisis. This adds a double burden to the DTS since it faces surging contingency traffic in response to the crisis as well as surging to support the President or Vice-President. This theory is supported by the data, as many of the spikes in Presidential/Vice-Presidential travel occur close to the same time as a surge in the amount of contingency traffic handled by AMC as shown in figure 7. While every spike does not line up, many of them do. The two large spikes during the Kosovo crisis notably do not have large Presidential travel spikes, but this is easily explained when it is

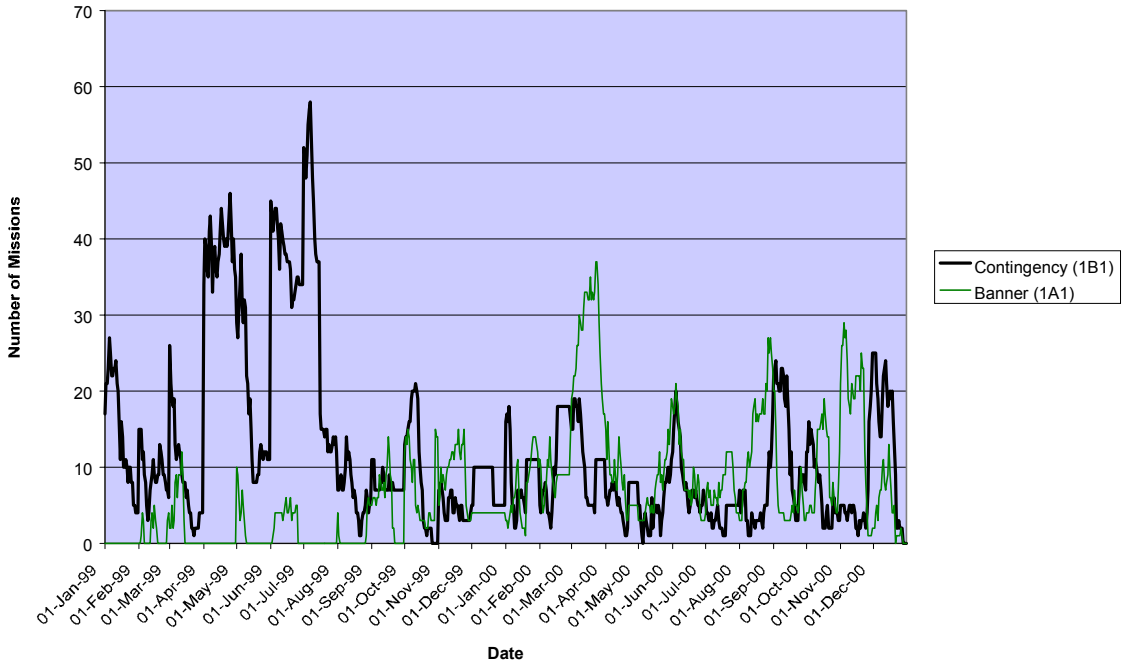

Figure 7. Daily Mission Requirements for OCONUS Banners and Contingency (1 Jan 99 - 31 Dec 00)

noted the Kosovo Crisis was predominately a NATO-led effort. This means it would have been inappropriate for the President or Vice President to shuttle to capitals to build a coalition. Rather the Presidential travel activity during Kosovo was the President visiting U.S. Forces in the region to help bolster morale.

The last note to be made in regards to Presidential and Vice Presidential travel is the fact that 2000 was an election year. This means it was expected the President and Vice-President would travel more in the CONUS during 2000 in order to campaign for the election. The specifics dynamics of the 2000 election are beyond the scope of this paper, but the year 2000 increase in the 1A1 priority is not unexpected.

The movement priority supporting DoD exercises also show great variability as seen in figure 8, which depicts the number of AMC missions dedicated to supporting the movement priorities 2B1 and 2B2 (CJCS and CINC sponsored exercises, respectively).

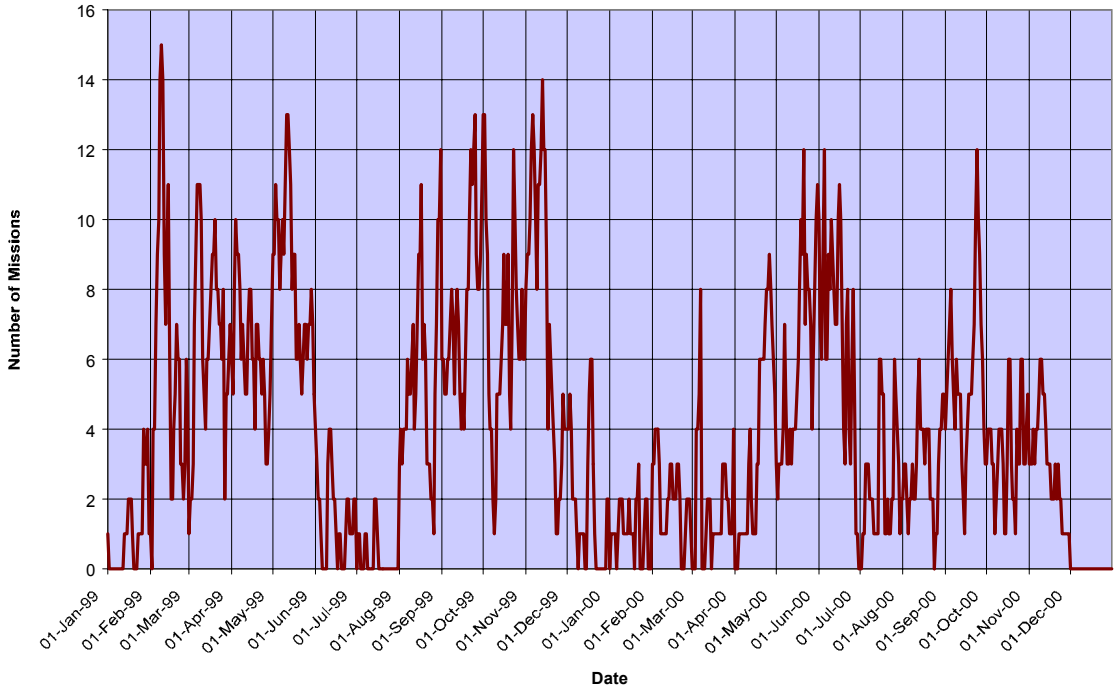

Figure 8. Daily Exercise Support Requirements (1 Jan 99 - 31 Dec 00)

The variability is fairly intuitive in light of the fact many worldwide exercises are approximately 30 days long and involve a large number of missions to deploy and re-deploy, but very few missions to sustain them since most exercises are fairly self-sustaining if properly planned.

The lack of exercises supported in the June through August 1999 is expected in light of the corresponding support of operations in Kosovo during this period. Not only was AMC heavily engaged supporting the Kosovo operation at this time, but the DoD routinely cancels or delays exercises in times of crisis.

The last category of missions that will be discussed in depth is channel mission airflow. Figure 9 shows the details of how many of these missions were supported daily from 1 January 1999 to 31 December 2000. Any analysis of these missions must take

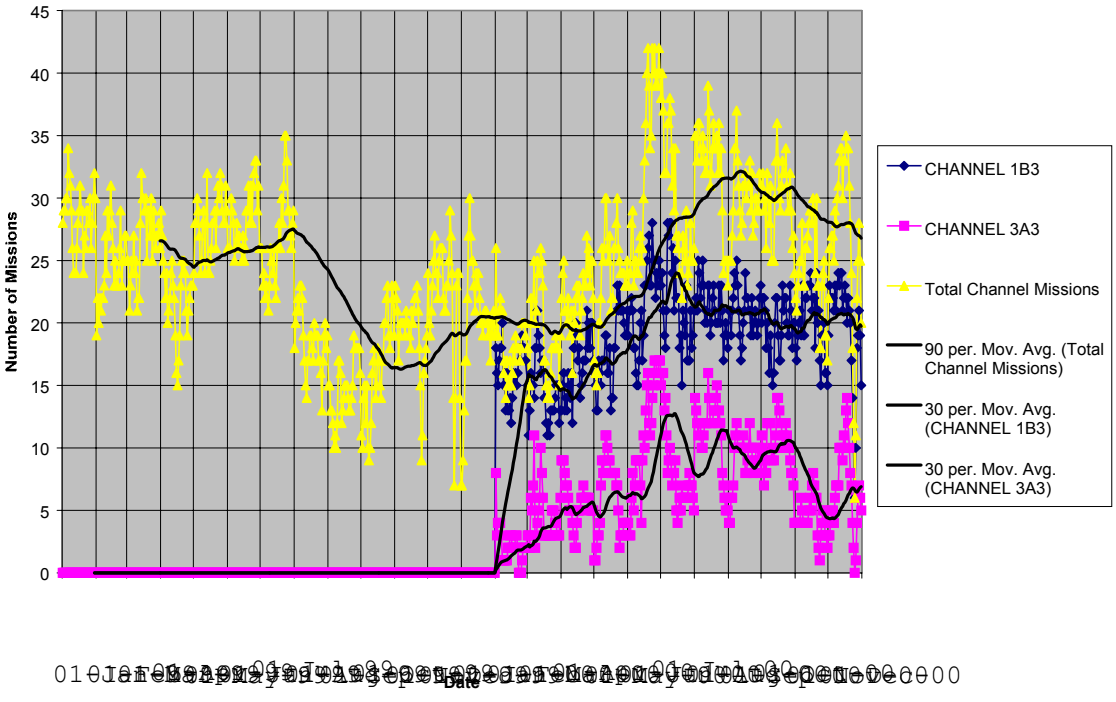

Figure 9. Daily Channel Missions (1 Jan 99 - 31 Dec 00)

into account the AMC tracking system for channel traffic changed on 1 Feb 00 when the category was split into the two types of channel missions, frequency and requirement channels, DoD movement priorities 1B3 and 3A3 respectively. The moving average trend lines show the trend over time for channel missions is fairly consistent. As expected, the frequency channel missions are very consistent and requirements channel missions show greater variability since they are generated only when adequate cargo has accumulated in the servicing aerial port.

The trend in total channel missions is indicative of the priority system's effect on supporting these missions. If the total channel mission moving average trend line is observed in conjunction with AMC support for operations in Kosovo, it is apparent why the number of channel missions fell off during this time period. It must be noted, however, some of these requirements may have been contracted out to civil cargo carriers when organic airlift capacity was monopolized by 1B1 priorities supporting Kosovo. However, without adequate lead-time to contract out airlift, it is possible many channel requirements went unsupported. This will be further explored in the analysis of delays and regrets.

The fact that channel traffic volume does not immediately return to its previous levels after spikes in 1B1 support to Kosovo fall off is extremely significant. As noted by Col Richburg, Deputy Director of USTRANSCOM's Movement Coordination Center (MCC), many channel customers tended to shy away from returning to organic airlift after having their supply lines cut during Kosovo (Richburg, 2001). The inherent greater reliability of contract airlift support or commercial alternatives to channel airlift made

many supported commands reluctant to give up a support structure unlikely to dry-up during the next crisis. This topic will be discussed in greater detail later in this chapter.

SAAMs will not be discussed in detail since a SAAM's movement priority directly corresponds to the mission it supports. Therefore there are too many separate priorities contained in the data to make any meaningful observations that have not already been made about the other categories analyzed.

The variability of each movement priority is obvious, but it is important to compare and contrast the differences between the skewness, kurtosis, and variability of each category. This has been done in Table 1. It should be noted the channel and SAAM categories were calculated on the basis of data from 1 Feb 00 to 31 Dec 00 since this period corresponds to the availability of the data broken out from being lumped together previously.

Table 1. Data Statistics by Category

AMC Category	CJCS Code	Average	Median	Mode	Standard Deviation	Skew-ness	Kurtosis
Total	N/A	63.86	62	62	15.60	0.22	-0.01
Total (excluding Kosovo)	N/A	59.90	60	62	13.09	-0.27	0.04
Alert	N/A	5.68	5	5	2.12	4.62	28.75
Contingency	1B1	12.18	8	5	11.39	1.66	2.20
Exercise	2B1 2B2	4.05	3	0	3.40	0.72	-0.24
Banner	1A1	6.85	5	0	7.47	1.56	2.43
Frequency Channel	1B3	19.05	19	21	3.62	-0.24	-0.01
Requirement Channel	3A3	7.20	7	4	3.89	0.39	-0.55
SAAM 1/2	N/A	7.50	7	8	3.53	0.24	-0.28
SAAM 3/4	N/A	2.32	2	2	1.71	0.41	-0.48

This table shows that channel missions, SAAMs, and exercise support are relatively symmetric, bell shaped distributions, while alert, contingency, and banner missions are relatively peaked distributions that are skewed to the left in varying degrees. The total daily requirement for organic airlift is also fairly normally distributed, with a slight skew to the right developing when the Kosovo time period is removed. The conclusion that can be drawn from this data analysis is that the channel, SAAM, and exercise support categories are more predictable; lending validity to the categories engagement and readiness that Killingsworth and his fellow authors made in their RAND study. This knowledge, in turn, could be used to help design a better prioritization system.

Analysis of Mission Delays and Regrets

The number of delays and regrets AMC gave to customers from 1 January 1999 to 31 December 2000 is contained in appendix C. This data was then manipulated using the pivot table function in Microsoft Excel to group like data and determine percentages. 2,129 AMC missions were affected by cancellation, delay, or regret out of the 46,622 total missions AMC flew during this two-year period, or a percentage of 4.57% of the total missions flown.

Of the total cancellations, delays, and regrets: 17.90% were canceled by the customer; 21.61% were delayed; and 60.50% were not able to be supported by AMC. This data can be misleading, however, as Mr. Dave Merrill pointed out during his interview, many customers may not ask for DTS support during periods of heavy utilization since they may feel confident their request will not be supported (Merrill, 2001). These potential DTS customers may find another way to meet their requirement

or even drop the requirement and accept the increased operational risk from not filling a requirement. Even more informative are the categories of the mission affected by delays and regrets, 21.18% of all delays and regrets were frequency channel missions, the largest single priority affected. They were closely followed by the second most affected priority, requirement channels that experienced 15.69% of all delays and regrets. Combined CJCS and CINC sponsored exercises account for 13.76% of the effected missions.

Another useful method to analyze this data is to compare the percentage of volume in the system for each priority, combined with the percentage of delays and regrets, which has been done in table 2. The trend this table does not communicate is the trend that as the DoD priority increases the number of regrets decreases and the mission is more often only delayed. A prime example of this is the 1B1 priority, while the 7.42% seems significant, in more detail it is revealed only 1.78% of this is actual non-support by AMC, the remaining 5.63 percent was either just delayed or cancelled by the user's request. On the other hand, the frequency channel missions percentage of 21.18% is comprised of 11.51% non-support by AMC with the remaining 9.68% of the missions being delayed or cancelled by the user.

Table 2. Aggregate Percentage of AMC Traffic by Priority versus Delays/Regrets for the Period 1 Jan 99 to 31 Dec 00			
Category	**DoD priority**	**Percentage of Total AMC Traffic**	**Percentage of Total Delays and Regrets**
Alert	N/A	8.89%	N/A
Contingency	1B1	19.06%	7.42%
Frequency Channels	1B3	32.91%	21.18%
Requirements Channels	3A3	5.16%	15.69%
Exercise Support	2B1 & 2B2	6.35%	13.76%
SAAM Priority 1/2	Various	14.13%	N/A
SAAM Priority 3/4	Various	1.66%	N/A
Banner/Silver	1A1	10.72%	2.58%
*Percentages do not add up to 100% due to other categories			

The data does, however, also have other indirect reasons for delays and regrets. Many of the delays and regrets can be traced to maintenance or weather problems. The AMC rule is that if the mission is generated for the duty day then it will fly. So if a 1B1 or 1A1 mission is generated and the aircraft breaks with no spares available, then it will show as a delay or regret due to the maintenance depending on how the user wants to proceed. If the maintenance and weather reasons are removed from the data, then 60.54% of the total delays and regrets are still a direct result of the system being saturated with higher priority missions. Of these missions directly effected by system saturation, the user only elected to cancel the mission 0.62% of the time; 23.20% of the missions were delayed, while the remaining 76.18% of the requirements were outright not supported.

The data is even more telling when the number of delays and regrets is displayed on a bar chart, as it is in figure 10. This chart shows the effect of the Kosovo crisis on AMC extremely well. The rise in the number of delays and regrets during the crisis is significant, which is best illustrated by the solid line, which represents a 60-day moving

average trend line. Other than the Kosovo period, the 60-day moving average is relatively consistent.

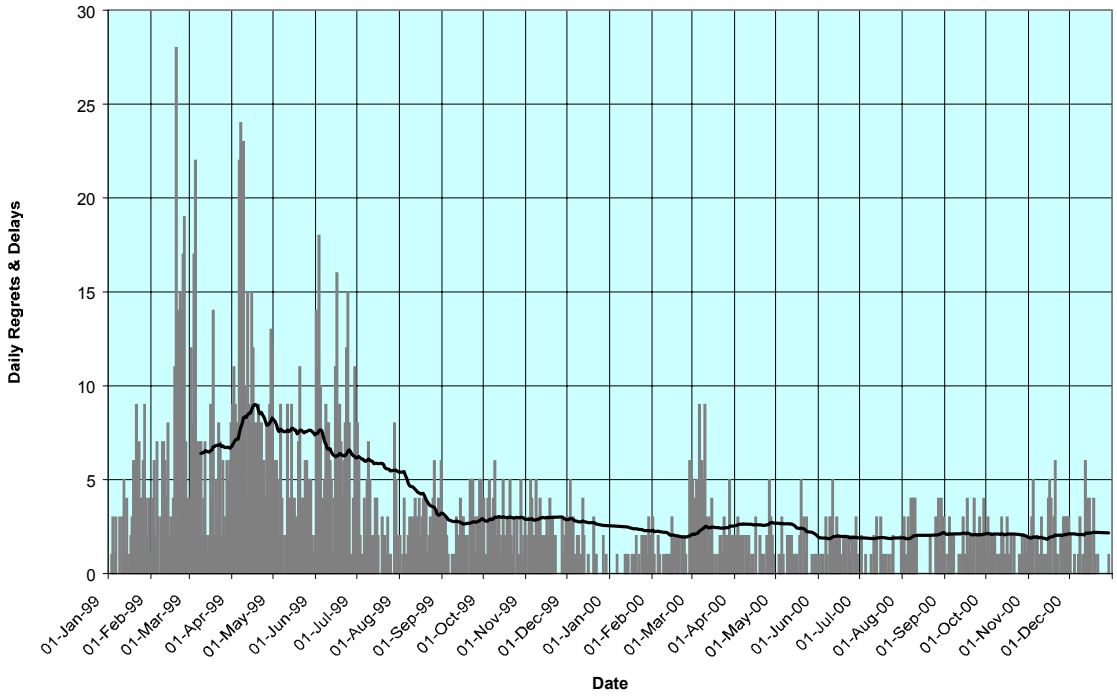

Figure 10. Daily Delays and Regrets 1 Jan 99 - 31 Dec 00

The delay and regret data when taken with the analysis of missions flown by AMC in CY99 and CY00 shows the DoD Transportation Movement Priority System is utilized frequently to prioritize the missions supported. The delay and regret data also points out that lower priority missions are often not merely delayed but often not supported at all since higher priority requirements use all of the available airlift capacity.

USTRANSCOM Perspectives

The USTRANSCOM planners interviewed were extremely helpful in preparing this research. The USTRANSCOM historian, Dr. Matthews, noted in his 20 years of experience, the DoD priority system has rarely been an issue for the CINC, rather, USTRANSCOM's biggest issue has been trying to massage backlogs at the aerial ports in

times of crisis (Matthews, 2001). Dr. Matthews attributes this to the possibility the workings of the prioritization system are largely a TACC issue, while USTRANSCOM is primarily concerned with determining mode of transportation and fulfilling the requirements of the supported CINCs (Matthews, 2001). In keeping with this perspective, Dr. Matthews noted USTRANSCOM pushes hard for as much cargo as possible to be moved by sealift in order to reserve airlift for the more volatile requirements which are normally time sensitive and higher in priority (Matthews, 2001).

The other stumbling block for USTRANSCOM being able to quickly deliver requirements is that it does not own the entire logistics pipeline (Matthews, 2001). This is especially true in regards to material requisitioned from the Defense Logistics Agency (DLA). DLA shipments are not visible to DTS operators and planners until they arrive at the aerial port for shipment (Matthews, 2001). This causes backlogs when expected volume is exceeded without prior knowledge, even for reasons as simple as the aerial port managers not being able to anticipate the increased workload to make more manpower available to handle the load. While the GTN was supposed to alleviate this problem as discussed in the lessons learned from the Gulf War, it was not effective during Kosovo because people were not entering requirements into the system. This made the DTS's key information system worthless due to incomplete and inaccurate data (Matthews, 2001).

Another important note Dr. Matthews made was the usage of the JTB to de-conflict CJCS priorities during the Gulf War. He noted in his oral history interviews with General Walter Kross that the General was present at the one and only meeting of the JTB (Matthews & Cossaboom, 1999:40). General Kross felt the JTB was not a useful

entity to de-conflict transportation priorities, since JTB is comprised of personnel with transportation knowledge, but not a feeling for the operational problems (Matthews & Cossaboom, 1999:41). General Kross strongly advocated if the USCINCTRANS and the supported CINCs could not resolve the issue, then the "tank" in the Pentagon was the correct forum to resolve the conflict (Matthews & Cossaboom, 1999:41). General Kross at the time of the interview in 1998 stated the doctrine would be changed to this effect during the next revision (Matthews & Cossaboom, 1999:41). General Kross's perspective answers one of the issues surrounding the DoD movement Priority System, the JTB met once and in the view of the USTRANSCOM representative, it was not effective.

Leaders and action officers in USTRANSCOM's MCC are a bit closer to the prioritization system. Their answer to the first question of the interview revealed the fact airlift apportionment for deliberate planning is set by the Joint Strategic Capabilities Plan (JSCP), which is a classified document (Huggard & Campbell, 2001). The JSCP tells each CINC what percentage of the strategic airlift and air-to-air refueling fleets will be dedicated to their theaters in the event Operations Plans (OPLANs) are activated. This method of apportionment relieves the DoD Transportation Movement Priority System of many of its intertheater responsibilities; for example, if European Command (EUCOM) is given 20% of available strategic airlift by the JSCP, they get the 20% regardless of Pacific Command (PACOM) having higher DoD movement priorities going unfulfilled. If the supported CINCs find the JSCP is not suiting their operational requirements, they would obviously inform the NCA they need to adjust the apportionment in the JSCP.

The concern that 1B1 priorities would eclipse all other priorities in the event of a major regional conflict is therefore unfounded. The JSCP apportions a percentage of available airlift to sustainment flow to prevent this from happening (Huggard & Campbell, 2001). If, in time of a major engagement, the percentage of airlift dedicated to sustainment is not adequate, then the concerned CINC should request the NCA adjust the JSCP apportionment.

The rest of the interview with Lt Col Huggard and MSgt Campbell revealed they believe the DoD priority system works well and that the 1B1 category has never completely eclipsed the lower priorities. During the Kosovo crisis, their office worked with CENTCOM to ensure the other major 1B1 priority in the DTS, Operation Southern Watch (OSW), was still supported (Huggard & Campbell, 2001). This is essentially what the MCC, is tasked to do; receive requirements from the various CINCs and massage the requirements to match up with the capability of the system as best as possible (Huggard & Campbell, 2001). In Lt Col Huggard and MSgt Campbell's perspective, those times when requirements exceed capability mostly result in a CJCS or CINC sponsored exercise being delayed or cancelled (Huggard & Campbell, 2001). Their perspective is supported from the previous analysis of the quantitative data with the addition that channel missions are also significantly affected when capacity is strained.

An important factor results from this aspect of prioritization in that the DoD takes on additional risks when lower priority missions are not supported by USTRANSCOM (Huggard, 1999). For example, the high operations tempo (OPSTEMPO) during Kosovo mandated that out of the 92 exercises USTRANSCOM was scheduled to support during calendar year 1999, 26 of them had to be outright cancelled (28.3%), while an additional

22 (23.9%) were postponed (Trotter, 1999). This reduces the readiness of U.S. forces through lost training opportunities (Huggard, 1999). Operational capability is also negatively effected from the inability of forces to rotate on schedule.

As Campbell and Huggard pointed out in their interview, CENTCOM rotations to Southwest Asia (SWA) needed massaging during Kosovo to prevent overwhelming airlift capacity. This resulted in delayed support to over 3,400 passengers and 2,000 tons of cargo needed in SWA (Trotter, 1999). More obvious impact was the restructuring the airlift support to Operation Northern Watch (ONW) and delay of support for 30 days to 8,000 passengers and 1,000 short tons of cargo to EUCOM's Operation Joint Forge, the CINC responsible for Kosovo operations (Trotter, 1999). While the initial deployment of troops to a developing contingency is clearly more important than the rotation of troops for a steady-state operation, the result is a decrease in the readiness of U.S. Forces. Troops deployed to an operation are not able to meet all of their mission essential training requirements, and feel the impact on their personal lives as their personnel tempo (PERSTEMPO) increases. This effect on the DoD is doubled when the impact to a strained strategic airlift fleet is considered. Aircrews and aircraft maintenance are also adversely affected and must be reconstituted reducing the airlift capacity for months after the surge period (Coolidge, 1999).

As a result of this experience and senior leadership emphasis to work smarter, USTRANSCOM MCC personnel tried to deconflict the supported exercise schedule and force rotations with each geographic and functional CINC utilizing strategic airlift and tanker capabilities (Huggard & Campbell, 1999). These efforts may shed light on the decreased variability in the CY00 data for exercise support and some 1B1 requirements,

since much of the 1B1 data represents force rotations. This does diminish the internal validity of the quantitative data to a certain degree. The effect of deconflicting the DoD exercise schedule and other initiatives to plan smarter may be anecdotally observed to correlate with reduced variability in the post-Kosovo quantitative data. However, since these initiatives were neither planned nor orchestrated, their effect can not be treated as a quasi-experiment. This is because there is no definite point when new procedures took effect, rather it appears to be a cumulative effect since interviews in TACC also revealed organizational initiatives to improve processes with the goal of reducing variability in airlift requirements.

The Deputy Director of the MCC, Col Ron Richburg, provided another USTRANSCOM perspective. His interview pointed out several important points to the big picture, although he thinks the DoD Transportation Movement Priority System is fundamentally sound in concept but its execution sometimes falls short (Richburg, 2001). As an illustrative example, the Colonel pointed out high profile DTS users often tie up inordinate amounts of capacity in order to ensure a single mission is supported (Richburg, 2001). The best example of this would be when a Banner mission ties up two additional C-5s by staging them to move a critical asset supporting the President (Richburg, 2001). While the requirement is obviously valid, tying up the additional two C-5's due to low maintenance reliability further reduces the capability of the strategic airlift fleet (Richburg, 2001). In this case, the White House staffers might have been able to draw up contingency plans in case the C-5 broke down. But there is no incentive for the White House staff to plan for such a contingency since their movement priority gives them carte blanche to utilize as much airlift as they need.

At the geographic command level, the DoD Transportation Movement Priority System breaks down because the CINC's planners are working with outdated and incompatible TPFD planning platforms (Richburg, 2001). This keeps the CINC from being able to appreciate the big picture for their operations and the challenges facing the strategic airlift fleet. Some of these TPFD problems could be solved with better training for the staff planners at the geographic commands, but any crisis action planning will thrust turbulence into the system by nature of being a crisis (Richburg, 2001). The important point in crisis action planning is that communication must accurately flow between the users and USTRANSCOM to prevent the crisis from overwhelming the DTS (Richburg, 2001).

On the question of the effectiveness of the DoD priority system itself, Col Richburg points out the priorities need to be better defined and controlled to prevent "priority creep" (Richburg, 2001). He points out that the topic of the JTB meeting during the Gulf War was there were too many missions in same priority. This pointed out a need to expand the priority list, to better define what each priority is, and to determine who has the authority set priorities in order to prevent "priority creep" (Richburg, 2001). The ultimate objective is to remove the influence of the rank of the requestor from the priority system in order to prevent the user's horsepower from overriding common sense (Richburg, 2001). A more specific system of prioritization would minimize this influence, especially since everyone is just trying to do their job the best they can, if the requestor understands the system better, they are less likely to try to circumvent it (Richburg, 2001).

This refereeing of priorities will always exist in a realistic world, and this is why the action officers in the MCC exist. They are tasked as an organization to help reduce the turbulence the strategic airlift fleet faces by assigning the appropriate transportation mode (Richburg, 2001). The TACC, in turn, is organizationally designed to reduce the turbulence the air mobility wings face. Therefore, massaging priorities into time periods better for the system is entirely appropriate and will likely always be necessary (Richburg, 2001).

If the system is indeed revised, the practice of setting aside a certain amount of capability must be formalized. This setting aside a portion of capability to ensure a mission or category of missions is not interfered with is referred to as fencing. Training missions have historically been fenced in order to ensure safety and readiness of the airlift fleet. Col Richburg added that JA/ATTs should also be fenced since these missions are needed to ensure the readiness of the United States' airborne capability and they are afforded protection akin to fencing already (Richburg, 2001). Richburg also advocates fencing a minimum level of frequency channels missions to prevent supported CINCs from losing their logistic support. Cutting these logistic lines only creates more turbulence in the long run (Richburg, 2001). Additionally, many of the operations these frequency channels support are 1B1 priorities in the first place (Richburg, 2001).

On a final note, Col Richburg pointed to the TWCF as contributing to the problems with the prioritization system. Users of the DTS, especially those with lower movement priorities, prefer the lower cost and greater reliability of commercial airlift despite the fact organic capability may be sitting idle during a period of few requirements (Richburg, 2001). In effect, the system incentivizes lower priority users to be supported

by commercial capacity even when organic capacity is available; meaning we end up paying for capacity we do not need (Richburg, 2001). This negatively impacts the training of AMC aircrews since they lose the experience of flying to the area, which could be critical at a later date if a crisis develops in the region (Richburg, 2001).

AMC Perspectives

AMC airlift planners have a more specific perspective than USTRANSCOM, but most of their concerns build on the same themes found at USTRANSCOM. TACC planners noted the priority system is largely effective, even though we tend to hear about the problems rather than the successes (Millette, 2001). That being said, TACC planners acknowledge the DoD Transportation Movement Priority System does have flaws. The biggest of which is the reliability of service afforded to the lower movement priorities (Wyant, 2001).

While this is the essence of any priority system, the problem with the DoD Transportation Movement Priority System is the DTS has more business than it can feasibly accomplish (Coolidge, 1999). This means the lower priorities get not just less reliable or responsive service, but often get no service at all. The only way around this is to somehow circumvent the system by raising the priority of the mission. So the bottom line is, lower priorities do not get less responsive service, they often get no service if the system is strained. As Maj Gen Coolidge, USTRANSCOM J-3/4, pointed out in his testimony to the Senate Armed Services Committee's Subcommittee on Seapower in 1999, "Today, more and more, we delay the ability to support. So what we do is force them into a delay. Now what the impact of that delay is what they (the users) have to assess."

Consistently cutting off lower priorities means some missions simply can't get done effectively. Of these, the biggest concern for the geographic CINCs is their logistics lines, the channel missions. TACC planners agree some form of protection must be afforded to channel missions in order to prevent operational forces from being crippled. The focused logistics concept is not possible without following the basic assumption of possessing the necessary reliability to support the concept (Merrill, 2001). The opposite side of the argument for fencing channel missions is the CINCs will want every channel mission protected, therefore the lost flexibility to prioritize will only further restrict TACC's ability to respond to a crisis (Wyant, 2001).

Another common theme found in all 6 of the AMC interviews conducted was the daily presence of "priority creep" in the system. TACC action officers actually referred to a movement priority referred to as 1Z1. This is an unofficial priority established at action officer level to denote missions with a low priority that would likely get cancelled. However, due to the horsepower of the user, the mission is given a priority of 1Z1 to prevent cancellation. The rationale is all of these so-called 1Z1 missions are legitimate missions, but they do not fit into an appropriate priority category to communicate their importance. Other action officers often malign these missions, but when a specific 1Z1 mission is discussed with the action officer working it, then the reason for the protected status often becomes clear.

The best example would be the Atlantic Express channel mission to EUCOM. The Atlantic Express is clearly a frequency channel mission that has a priority of 1B3 in the DoD movement priority system. Yet if it was canceled even just occasionally, the effect on EUCOM's logistics would be catastrophic for the entire theater (Ferris, 2001).

Occasional cancellations would result in creating more turbulence in reaction to the logistics flow being cut off (Ferris, 2001). It would reasonably follow the end users in EUCOM might begin building up large inventory stockpiles, effectively negating the concept of focused logistics. This example clearly justifies better defining the current prioritization system as Col Richburg advocated. The 1Z1 informal work around needs to be eliminated and the priority system should protect those lower priority missions whose cancellation would have unacceptable impact.

Similarly, sometimes a mission involving a high horsepower DTS user can also cause the strategic airlift fleet to be utilized ineffectively. One example would be when strategic assets are used to transport members of congress or other high-ranking civilians. Although the 89th Airlift Wing is organized and equipped to handle the mission of VIP travel, sometimes the VIP wants to feel or show they are in touch with the troops. This prompts them to request movement on strategic airlift which in turn strains the fleet even more than it already is. Highlighting this problem was the utilization of three C-17s to transport one VIP and entourage on a trip to visit the troops. The VIP's party was less than a full load for the C-17 and concerns over delays or breakdowns prompted an additional C-17 to shadow the first aircraft and a third aircraft to be staged forward in case the other two broke (Millette, 2001). These concerns were not based on the historic high reliability expectation for the C-17. Since this took place during a period of high OPSTEMPO for AMC, the three C-17s could have easily been more effectively utilized.

On the topic of the higher priorities not being stratified, TACC planners acknowledged 1A1 and 1B1 priorities almost never go unsupported (Kost & Huston, 2001). Additionally, USTRANSCOM and TACC leadership often communicate their

vision of what the priority is within the 1B1 category (Kost & Huston, 2001). The problem with this is the TACC and MCC planners may not always have the ability to appreciate the big picture DoD is facing (Wyant, 2001). However, the informal prioritization is necessary to determine the pecking order to ask a user to delay a requirement (Millette, 2001). This adds fuel to Col Richburg's argument for expanding and better defining the priorities. Perhaps the answer here is to have the JCS prioritize the operations as they do with the DoD exercise schedule (Kost & Huston, 2001).

The AMC interviews yielded one last point, there is a domino effect of prioritization that is difficult to gage. The ramifications of pulling a channel mission for a contingency requirement causes a logistics shortfall for the CINC with the channel requirement. The TACC chain of events to make this change only increases the volatility of the system even more. Diplomatic clearances for both of the missions must now be worked or re-worked (Kost & Huston, 2001). The channel operations division at TACC must also now try to beg another aircraft to support the channel mission from the wings, current operations, commercial contract, the reserve component and so on (Ferris, 2001). This, in turn, causes even more short notice diplomatic clearances and aircrew volatility. All the while the user is also looking and working on alternatives to support their requirement. The ripples go on and on; all the result of a single prioritization action.

Theater Perspectives

For the perspective of the theater airlift users, the natural choice is to interview those personnel who worked the airlift portion of the Kosovo Operation. This was accomplished by interviewing Lt Col Neil Smith and Lt Col Max Rothman both who

occupied key positions in the Air Mobility Operation Control Center (AMOCC) for United States Air Forces Europe (USAFE) during the operation.

In the historical context, Kosovo was not a major commitment in the realm of deploying U.S. forces, since many of the forces for the air war were already in-place at Aviano AB, Italy or other European bases (Smith, 2000). The operation was, however, very challenging in the realm of deploying forces into the area of operations and flying in humanitarian relief supplies. The principle reason airlift was so heavily relied upon was because of damaged transportation infrastructure in the Balkan region and the considerable security concerns to ground movement of personnel and equipment (Rothman, 2000). As a result, airlift was used for requirements that were better suited for sea or land movement.

The priority of airlift was once again not tapped by other theaters during the operation since this was the primary focus of national attention at the time. Unlike Desert Shield/Storm however, the Kosovo crisis had several diverse operations going on at once. During the operation there were 5 different task forces all having the same transportation movement priority of 1B1 (Smith, 2000). The task forces had different and often competing priorities, and they were also fighting over airfield space to support their missions (Smith, 2000). This was reminiscent of the Desert Shield experience when MAC needed more aircraft ramp space in order to increase throughput into the theater, but they were forced out of ramp space by the Tactical Air Command fighters bedding down at the same airfield (Menarchik, 1993:73). The most famous example of competition for airfield space in the Kosovo Operation was between Task Force Hawk (Army Apache Helicopters deploying for the impending ground phase of the operation)

and the ongoing humanitarian relief operation of Task Force Shining Hope. Both operations utilized Tirana Airfield in Albania and the result was neither Task Force was happy with their assigned operating space.

Other airlift assets were being used to support on-going peacekeeping operations in the Balkans, re-supplying of tactical fighter aircraft with munitions, airlifting NATO allies to support the operation, and also deploying supporting forces to bed-down additional aircraft and humanitarian relief capabilities. The result was the USAFE AMOCC was reacting to the requirements of 12 different and competing TPFDLs at the same time (Smith, 2000). While this could be blamed on EUCOM's creation of separate task forces rather than an integrated joint task force for all operations in and supporting Kosovo, the political realities and effective span of control would not have supported one commander responsible for humanitarian operations and bombing.

To EUCOM's credit, they utilized the priority system the way it was intended at the command level. The airlift was apportioned to the different task forces according to the CINC's priorities, 80% went to Task Force Hawk, 10% to Shining Hope, and the other 3 task forces got the rest (Smith, 2000). This makes even more sense in light of the fact the majority of the humanitarian relief supplies were actually flown in by civil airlift contracted by the relief agencies. USAF forces were there to unload the supplies, operate the airfield, and coordinate with the relief agencies.

The users' reaction to these competing priorities was large scale "priority creep" (Rothman, 2000). Users often could not justify the priorities they had set in the urgency of need for items, resulting in no prioritization existing in the system since everything was DoD movement priority 1B1 with an urgency of need of 999 (Rothman, 2000).

Additionally, the CINC's intent was not followed because individuals often became involved at the aircraft and the system was circumvented to the point where some cargo that moved was not even validated (Smith, 2000). The arguments between the users often resulted in specific problems moving rapidly up the chain of command so the three and four star flag officers in the theater ended up deciding the answer (Rothman, 2000). In reality the prioritization system quickly degraded into a case of whose personality was involved rather than the commander's intent. The result was wasted man-hours arguing and hand massaging prioritization and massive gridlock in the airlift system (Rothman, 2000). The mission obviously got accomplished and predominately by DTS doctrine, but not efficiently.

Analysis of all interviews conducted reveals consistent themes being observed by the interview subjects regardless of the echelon they worked in. The primary themes were: a pervasive presence of "priority creep"; a lack of adequately specific categories in the DoD prioritization system; and the lower priorities often get no service at all. The feeling of the interview subjects, though, was the priority system largely works, but has significant room for improvement.

V. Discussion

Discussion of the Traffic in the Defense Transportation System

The quantitative and qualitative data does triangulate towards a common point as Eisenhardt suggested the two methods should. The missions flown by AMC show the 1B1 priority did not completely eclipse the other priorities during operations in Kosovo. However, the number of delays and regrets issued by AMC during this time period showed that the lower priorities' were not afforded reliable strategic airlift capability during the Kosovo operation. The qualitative interviews conducted with USTRANSCOM, AMC and theater air mobility planners confirmed this point. The lower priorities of channel missions and exercise support were given limited or no strategic airlift from the time the Kosovo crisis started until the strategic airlift fleet was reconstituted.

On the surface this appears to be the proper functioning of a prioritization system, but the underlying fact overlooked is the lower priorities were not given less responsive capability, but in many cases they were afforded no capability. This resulted in many strategic airlift requirements going unfilled and others being supported by USTRANSCOM with contracted commercial airlift, fully in keeping with the national airlift policy. Problems arouse at the end of the Kosovo crisis though. Many of the DTS users with lower priorities were now supported by commercial airlift and were reluctant to return to the organic airlift fleet for support since they had previously been left in a lurch and, in many cases, to fend for themselves. Also, as Maj Gen Coolidge pointed out to the Senate, this reduction in service also decreased the readiness of U.S. military forces throughout the world.

While the 1B1 and 1A1 requirements do not completely eclipse lower priorities in times of crisis, they do put a stranglehold on the strategic airlift system that could, if the crisis is prolonged, cause a failure in focused logistics. Additionally, channel support drying up and dedicating strategic airlift capability to other theaters could degrade a theater's military capabilities to the point an adversary could capitalize on that weakness. This is an inherent risk to the near simultaneous two major theater war (MTW) strategy, but the forces dedicated to the theater must have the capability to delay enemy action until the first MTW is controlled. The very tenets of Joint Vision 2020 and National Military Strategy rely on our ability to bring decisive force to bear on an adversary. This lack of reliability in the DoD Transportation Movement Priority System puts these tenets in jeopardy.

The U.S. must be able to prioritize strategic airlift requirements while still supporting lower priorities with minimal capability. This obviously points to a need for multiple queuing for volatile and nonvolatile airlift requirements, but the current priority system only provides this with significant action officer and senior officer involvement. The time used by the staffs to massage requirements could be better utilized to optimize transportation flow, TPFD planning, or even save on the number of personnel tied up with the staffing process. Clearly the DoD Transportation Movement Priority System needs to be significantly revised to give the managers and users of the strategic airlift fleet the tools they need to ensure the flexibility and reliability needed to realize the concepts of focused logistics and dominant maneuver.

Volatile versus Nonvolatile Requirements

The RAND study hit upon a key point: the differentiation between strategic airlift missions that are volatile and those that are nonvolatile. As Killingsworth and his fellow authors pointed out, certain requirements inherently lend themselves to greater stability. The RAND study identified the more stable missions as readiness missions, consisting of local training, exercises, JA/ATT, channels, and long-lead SAAMs. The volatile requirements were termed engagement missions by the authors and included contingencies, EAF support, banners, short-notice SAAMS, and so on (Killingsworth and others, 2000:6).

As shown in the previous chapter's analysis of AMC traffic from 1 January 1999 to 31 December 2000, the higher priority volatile missions tend to create volatility in the non-volatile requirements. The interviews conducted with USTRANSCOM and AMC again triangulated on this point. Both agencies pointed out during Kosovo or periods of a large unexpected 1B1 requirements, channel missions and exercise support are left in a lurch, thereby increasing the volatility of the entire system.

Both the RAND study and Mr. Merrill from AMC/XPY point out this volatility has long-term implications for retention and recruiting of the active duty force. The brunt of volatility is born by the active duty since commercial carriers and the reserve component are not able to meet the needs of the volatile requirements by the nature of their organizations. Granted, in a large-scale contingency, the reserve component could handle these volatile requirements, but only after the reserves had been activated by the President. As citizen-airmen, the reserves must be able to plan their military service with reliability or their civilian employers and families would not support their service.

The RAND study is also given some validation by the data presented in this research. Specifically, how the data statistics lined up with Killingsworth's categorization. As we saw in Table 1, SAAM's, exercise support, and channel missions are relatively symmetric, bell-shaped distributions. This means Killingsworth's categorization is valid, but in keeping with the previous discussion, exercise and channel volatility could be further reduced if these missions were afforded a degree of protection against being preempted by higher priorities.

In fact, this is the very essence of what was done to local training and JA/ATT missions. As noted earlier, they are no longer tracked by TACC because a certain portion of the airlift fleet is set aside daily to perform these vital training requirements. In fact, fencing a portion of the channel requirements is also being considered by AMC, as discussed in the interviews with TACC action officers. The problem is this will further erode the flexibility of the strategic airlift fleet. Fencing off more of the daily capability of the fleet will result in the only priorities being 1A1, 1B1, and SAAMs. The DTS users of SAAMs will quickly realize if the requirement is not 1B1 it will not get supported without using the 1Z1 work around. The result will be the DoD Transportation Movement Priority System will no longer be in effect and the DTS will not enable effective or efficient prioritize DTS requirements. The U.S. will no longer have a flexible strategic airlift capability, but a fixed amount of airlift for volatile requirements and a separate pool of resources for non-volatile requirements. This would bring us back to the original research question; how can you prioritize the 1A1 and 1B1 requirements when they are the only requirements competing for capability since everything else is fenced?

Potential Improvements to the Transportation Priority System

The interviews conducted all agreed the DoD Transportation Movement Priority System is in need of revision. The revision is necessary because current priorities are unclear as to what each priority consists of. Also, the larger categories must be segmented to establish a more stratified priority system. The current system builds large blocks of categories and as a result it is hard to draw the cut off line when requirements exceed capability. Almost every interview conducted touched on this point, and the AMC traffic data examined also supports the observation.

The immediate reaction of the casual observer is to ask the questions, "What do civil air cargo carriers do to prioritize their growing traffic volume?" This reaction, unfortunately, resulted in a dead-end. An interview with the General Account Manager for U.S. Government Sales and Logistics at Emery Worldwide was conducted to pursue the possibility of benchmarking from the civil sector. Mr. McVeigh pointed out the civil air cargo carrier will always do whatever it takes to support the customer. That being said, he acknowledged the bigger customers do get priority, "When you have a multi-million dollar exclusive logistics service contract with General Motors, you do whatever it takes to keep them satisfied," (McVeigh, 2000).

If the commercial air cargo industry provided unreliable service, the customer would not use their service, and would more than likely invest in their own transportation fleet to get the service needed for their logistic operations (McVeigh, 2000). This option in the DoD would obviously tempt the geographic CINCs, since they would ideally want to manage their own logistic support with a commercial contractor to give themselves more reliable and responsive support. The problem is this would be ineffective for the

DoD as a whole; economies of scale dictate airlift capacity can be more effectively and efficiently managed by a central agency. This was the very reason AMC and USTRANSCOM were created in the first place. The problem is the tools needed for the effective management of the strategic airlift fleet are not in doctrine, so USTRANSCOM ends having to manage a ineffective system that users are continually trying to work around.

As Mr. McVeigh pointed out, if Emery lacked capability for a customer, they would charter additional aircraft as necessary to provide the customer with the service they paid for (McVeigh, 2000). This sounds exactly like what USTRANSCOM is directed to do by the National Airlift Policy, but there are two problems. As discussed previously, many categories of DTS requirements are extremely unpredictable and often only have a few days or even hours before movement must start. Even if the capacity existed in the civil air cargo industry, the immediacy of need might not be feasible for the commercial carrier. The issue of diplomatic clearances is the second problem, an issue that gets more complicated when the U.S. uses civil aircraft to move military personnel and cargo into a foreign country.

The argument for civil aviation augmentation of AMC is well founded. It is the very reason why the CRAF exists. Additionally, this is not a new concept for AMC, civil air carriers are utilized almost daily in the system but it does not alleviate the problem. The reason civil augmentation does not solve the problem is, as both Mr. McVeigh and Mr. Merrill both point out, the commercial air cargo industry uses an established logistic pipeline for their services. The air cargo industry establishes the size and geography of their pipeline based on nonvolatile historical requirements (McVeigh, 2000). For

example, if you were to walk into a commercial air cargo office and tell them you want to send a package to a location they do not service, they would tell you they would be happy to do it. However, it would cost more and they would not have it there overnight. They would source a method to provide the service; but would more than likely fly it to one if their established hubs and then have the package would be driven overland to the destination (McVeigh, 2000).

The core competency of air cargo industry is to provide reliable small package service within the confines of their existing infrastructure. They seek to optimize this infrastructure to provide the most cost effective and reliable system for their customers (McVeigh, 2000). The DTS, on the other hand is faced with a vastly different core competency, AMC is must be able to support different requirements and destinations daily (Merrill, 2001). Added to this the infrastructure AMC must use is often not adequate to the task, so they must also build the infrastructure as requirements become known (Merrill, 2001). Emery does not fly into Chad because the airport does not have the infrastructure needed for their operations and the shipping volume going to this nation is not large enough to justify expanding Emery's commercial capacity to include it. AMC does not have the choice, if a humanitarian crisis develops in Chad AMC will have to build the infrastructure and make the operation work. This is AMC's core competency, but building this infrastructure has gotten more difficult since 1990 when AMC had 39 enroute bases to help provide this infrastructure (Merrill, 2001). AMC currently operates 12 enroute bases as the backbone of the strategic airlift pipeline.

So the effort to benchmark off of the commercial airlift sector was unsuccessful. The commercial sector may have good tools or processes to benchmark off, but civilian

air cargo core competencies do not match those of USTRANSCOM. So the recommendation from those interviewed remains, the current prioritization system needs to be improved, but if the change is incremental then the underlying flaws will remain. Specifically, the lower priorities will always receive intermittent support. On the opposite extreme, if the current trend of fencing capabilities to support lower priorities continues, then strategic airlift will cease to be flexible. USCINCTRANS will be left with three options in response to a surge in requirements: immediately activate the CRAF; ask the President to call up the reserves; or temporarily extend the active duty aircrew duty day and aircraft utilization rates. All three of these options are time bombs, activate the CRAF and Reserves too frequently and both sources will dry up due to over-commitment of a part time obligation. Extend the crew duty day and AMC is faced with safety and retention problems, while increasing aircraft utilization can only result in degraded reliability as maintenance suffers and the aircraft are worn out.

Rather than incremental change, a revolutionary change is needed. One possibility is develop a system that is both flexible to changing priorities, but still provides reliable service to steady state requirements. The crux of the issue is all priorities must keep flowing, but the capacity allocated to an individual priority must be increased as national strategy dictates. The problem is the need to shift the share of strategic airlift each command is entitled to as the world situation changes.

A suggestion for providing flexibility and reliability in managing strategic airlift is:

- Better define the existing priorities and identify volatile and nonvolatile priorities

- Allocate a percentage of available capacity to the nonvolatile requirements based on which requirements the geographic CINCs identify as critical
- Allocate a percentage of the available capacity to maintenance and training required to keep the fleet healthy for the long term
- Allocate the remaining capacity to fill the volatile requirements
- If capacity can not meet the remaining requirements use the priority system, but contract to place commercial capacity on retainer
- If the surge in requirements is due to a major crisis then eliminate the commercial carriers on retainer and activate a stage of CRAF, call up the reserves, or increase organic utilization as the situation dictates

Allocating the nonvolatile strategic airlift and tanker capacity to geographic commands could be accomplished in same way that the JSCP does for deliberate planning. This allocation should be based on sound historical data from the nonvolatile requirements. Each geographic CINC would be allocated a pool of tanker and strategic airlift capacity they could rely on for critical, nonvolatile requirements. The missions this allocation would perform would be limited to: channel missions deemed critical by the CINC, support of exercises deemed critical by the CINC, pre-planned JA/ATT missions, and the requirements needed to support force rotations. This will mandate the CINCs, JCS and USCINCTRANS all agree on a schedule for force rotations and exercises that takes into account global requirements.

A separate allocation of tanker and airlift capacity should be given to AMC for training and maintenance, at both depot and locally. This allocation should be kept again

to mission critical training and maintenance needed to keep the fleet healthy in the long-term, not training that is just desirable.

The remaining pool of strategic airlift and tanker resources should be held to fill volatile requirements, specifically contingencies, banner missions, and SAAMs. Those aircraft not used on a given day would fill the nonvolatile requirements that are not critical. Therefore the priority system is still in effect, but each CINC is guaranteed reliable service for those lower priority missions deemed critical. If this pool of flexible capability is utilized above 90 or 95 percent for a number of days then USCINCTRANS should be prompted to make a decision to increase the capabilities of the strategic airlift fleet in one of four ways.

The first method to temporarily increase strategic airlift capacity in response to minor increases in requirements should be to contract a number of commercial charter aircraft and place them on a retainer status. If these commercial aircraft are only used for volatile missions they may or may not be utilized, so some of these commercial assets should be placed into the nonvolatile pool, specifically supporting force rotations, exercises, and selected channel missions. The goal though, is to keep a reasonable percentage of the nonvolatile missions for the active duty force fly. This is to give the active duty force needed real world experience to season the aircrews as well as giving them some stability. This allocation could even be managed locally along the lines of the AEF rotations. This would give units the ability to guarantee aircrew PERSTEMPO stability periods for quality of life and all the other reasons the AEF concept originated.

With this proposal some of commercial charter aircraft placed on retainer will undoubtedly not be needed and we may end up paying for unused capacity. If the

decision to place commercial aircraft on retainer is based on sound data and judgement, then the cost to the taxpayer will be justified. Intelligent contracting provisions could also help mitigate the cost of not utilizing commercial aircraft on retainer. To get over the problems inherent with commercial charter aircraft, those commercial aircraft on retainer should be treated like organic assets. That is, their crews must be ready to go in an agreed amount of time and scheduling functions should be taken care of by the TACC. In effect, the company gives AMC another organic aircraft and aircrew with all of the scheduling and diplomatic clearance baggage that it entails.

If the commercial aircraft charter business runs out of capacity or the increase in requirements is due to a major crisis response, then the traditional options to surge capacity will have to be considered by USCINCTRANS. The remaining options available to increase the capacity of the volatile pool would be activate a stage of CRAF, ask for a selective reserve call-up of the reserves, or increase the utilization rate/aircrew duty day. These options are listed in preferred order.

Conclusions

To summarize the key issues pointed out by this research effort:

1. There are volatile and nonvolatile airlift requirements
2. The current DoD Transportation Movement Priority System has major faults:
    - The 1B1 priority is too broad, especially during a major crisis
    - There are no priority gatekeepers identified in joint doctrine to prevent "priority creep"
    - Lower priorities tend to get not supported at all rather than receiving less reliable service

3. There have been several USTRANSCOM and AMC initiatives to try to smooth the volatility of airlift requirements
4. Further research is needed to identify the different types of missions contained in the 1B1 movement priority, specifically by what subsets of this priority are less volatile than pure crisis response
5. Further research is also needed to identify how the air mobility wings manage excess capacity when the AMC contract is not fully utilized

This list is by no means exhaustive, but it does clearly point to a need for revision of doctrine and further research.

A central theme found during this research is that there is an urgent need to significantly revise the DoD Transportation Movement Priority System. Both quantitative and qualitative data show the current prioritization system is mostly effective, but requirements consistently exceed capabilities and lower priorities are often subsequently not afforded any capability for extended periods. The effect of the current priority system is reduced readiness of U.S. forces due to cancelled exercises and impeded logistic support to operational forces. This works against realizing Joint Vision 2020's key enablers of dominant maneuver and focused logistics.

In order to have an effective prioritization system the DoD needs to reexamine other parts of the DTS operational strategy in addition to the movement prioritization system. Most importantly, the question of how much airlift capacity is needed in the active duty and reserves should be examined. The question the NCA must answer is should the current national airlift policy stand or would it be more cost effective to size the organic airlift fleet to the average daily demand and contract for excess capacity?

Once the NCA gives direction on the size of the strategic airlift fleet, the prioritization system should be reengineered so users have an effective and reliable strategic airlift system for their requirements. This research proposed a potential revolutionary change to the existing prioritization system based on multiple queuing of transportation requirements. Potential candidates for a new prioritization system are only limited by imagination. In any case, the movement priority system the DoD adopts must acknowledge Joint Vision 2020 is the operational strategy DoD is moving towards. Therefore, dominant maneuver and focused logistics must not be stymied whenever the DTS is strained.

To date the improvements to the DoD Transportation Movement Priority System and strategic airlift management have been incremental and disjointed. A complete reengineering of the system is needed in order to provide the DTS with flexible and reliable strategic airlift. The data needed to start this reengineering effort is accessible even if the current national airlift policy stands as is. All that is needed is the direction from senior DoD leadership to begin.

Appendix A: DoD Transportation Movement Priority System

Adapted from JP 4-01, 1997: pages A-3 through A-5
Listed in order of most important to least important

Priority Code	Description
1A1	Presidentially-directed mission
1A2	US forces and other forces or activities in combat designated by the Chairman of the Joint Chiefs of Staff in accordance with applicable Secretary of Defense guidance
1A3	Programs approved by the President for top national priority
1A4	Special weapons
1B1	Missions specially directed by the Secretary of Defense
1B2	Units, projects, or plans specially approved for implementation by the Secretary of Defense of the Chairman of the Joint Chiefs of Staff
1B3	Validated minimal frequency channels
2A1	US forces or activities and foreign forces or activities deploying or positioned and maintained in a state of readiness for immediate combat, combat support, or combat service support missions.
2A2	Industrial production activities engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an impending work stoppage or to reinstitute production in the event a stoppage has already occurred or when the material is required to accomplish emergency or controlling jobs.
2B1	CJCS-sponsored exercises (under the CJCS Exercise Program)
2B2	CINC-sponsored exercises(under the CJCS Exercise Program)
3A1	Readiness or evaluation tests when airlift is required in support of the unit inspection or evaluation tests.
3A2	US forces or activities and foreign forces or activities that are maintained in a state of readiness to deploy for combat and other activities essential to combat forces.
3A3	Approved requirements channels.
3B1	Joint Airborne/Air Transportability Training (JA/ATT) service training when airborne operations or airlift support is integral to combat readiness (e.g., field training exercise, proficiency airdrop, and air assault).
3B2	JA/ATT combat support training (e.g., flare drops and unconventional warfare activities).
3B3	JA/AAT service schools requiring airborne, airdrop, or air transportability training as part of the program of instruction.
3B4	JA/AAT airdrop/air transportability or aircraft certification of new or modified equipment.

Two special provisions exist for JA/ATT requirements: (1) The Chairman of the Joint Chiefs of Staff has authorized a JA/ATT priority of 2A1 to CONUS-based units for exercise and training events directly related to CONPLAN 0300; and/or (2) JA/ATT will be removed from this priority system and protected with the same criteria extended to AMC unilateral training when AMC publishes the JA/ATT Monthly Operations Tasking, Appendix 1, Annex C, HQ AMC OPORD 17-76 (30 days prior to the month of execution). Higher priority users who submit their requirements before Annex C is published will be supported per the usual priorities.	
4A1	US forces and foreign forces or activities tasked for employment in support of approved war plans and support activities essential to such forces.
4A2	Static loading exercises for those units specifically tasked to perform air transportability missions.
4B1	Other US forces or activities and foreign forces or activities.
4B2	Other non-DoD activities that cannot be accommodated by commercial airlift.
4B3	Static display for public and military events.

Appendix B: Interview Questionnaire

1. What is your general impression of the efficiency in apportionment of airlift in the DTS, keeping in mind the overall national needs?

2. Have you been effected by the DoD Transportation Movement Priority System either as an airlift planner, aircraft operator, or customer?

3. What is your overall impression of the DoD Transportation Movement Priority System's ability to accurately prioritize airlift assets to national needs?

4. It has frequently been stated the DoD Transportation Movement Priority System is not effective during times of national crisis because the system saturates with 1B1 priority movements, can you confirm or deny this statement?

5. Can you cite any specific examples of problems or successes using the system?

6. In your memory has the Joint Transportation Board ever been asked to meet or met in order to give USTRANSCOM prioritization guidance outside of the Movement Priority System?

7. Joint Vision 2020 calls for focused logistics and dominant maneuver as key enablers of our future form of warfare, knowing airlift plays a critical part in this Joint Vision, if you were to design a more effective method to prioritize airlift assets to national need, what would you do?

8. There has been recent moves to erode the DoD Transportation Movement Priority System by fencing JA/ATTs, linking local trainers to exercise support and even talk of fencing channel missions. Will this erosion eliminate the ability of USTRANSCOM to prioritize airlift in times of national crisis?

9. It has been said it is up to the USTRANSCOM and TACC planners ultimately end up having to divine national priority since the movement priority system does not provide enough guidance, is this true in your experience?

10. If true, is it appropriate for these personnel to try to determine the NCA's priority? Or are they knowledgeable enough to make these determinations?

Appendix C: AMC Missions Flown from 1 Jan 99 to 31 Dec 00

Shaded cells indicate the category was not tracked at that point in time. In the case of SAAMs and Channels the first column represents all SAAMs or Channels until the AMC tracking system was expanded to differentiate between priorities.

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
01-Jan-99	2	6	17	28	0	1	8	0	0	0	0	0	4
02-Jan-99	2	6	21	29	0	0	8	0	0	0	0	0	7
03-Jan-99	2	6	21	29	0	0	9	0	0	0	0	0	3
04-Jan-99	2	5	23	30	0	0	9	0	0	0	0	1	39
05-Jan-99	0	5	27	30	0	0	15	0	0	0	0	1	45
06-Jan-99	0	5	25	34	0	0	14	0	0	0	0	5	42
07-Jan-99	0	5	22	32	0	0	13	0	0	0	0	7	40
08-Jan-99	1	5	22	31	0	0	12	0	0	0	0	7	42
09-Jan-99	0	4	23	29	0	0	19	0	0	0	0	5	25
10-Jan-99	0	4	23	26	0	0	15	0	0	0	0	5	19
11-Jan-99	0	4	24	24	0	0	18	0	0	0	0	6	40
12-Jan-99	0	4	21	24	0	0	14	0	0	0	0	15	35
13-Jan-99	0	4	20	24	0	1	12	0	0	0	0	10	40
14-Jan-99	0	4	15	26	0	1	16	0	0	0	0	7	38
15-Jan-99	0	4	11	28	0	1	14	0	0	0	0	8	38
16-Jan-99	0	4	16	29	0	2	12	0	0	0	0	1	18
17-Jan-99	1	4	14	31	0	2	9	0	0	0	0	2	11
18-Jan-99	0	4	10	29	0	2	7	0	0	0	0	8	13
19-Jan-99	1	4	10	29	0	1	12	0	0	0	0	15	34
20-Jan-99	0	4	11	24	0	0	10	0	0	0	0	16	32
21-Jan-99	1	4	10	27	0	0	12	0	0	0	0	20	30
22-Jan-99	0	4	8	26	0	0	11	0	0	0	0	15	34
23-Jan-99	0	4	10	29	0	1	10	0	0	0	0	12	25
24-Jan-99	0	4	10	29	0	1	11	0	0	0	0	17	17
25-Jan-99	4	4	8	28	0	1	13	0	0	0	0	10	36
26-Jan-99	4	4	8	30	0	1	15	0	0	0	0	10	35
27-Jan-99	4	4	5	26	0	4	13	0	0	0	0	13	38
28-Jan-99	4	4	5	28	0	3	14	0	0	0	0	12	39
29-Jan-99	4	4	4	30	0	3	10	0	0	0	0	11	32
30-Jan-99	4	4	4	32	0	4	10	0	0	0	0	8	18
31-Jan-99	4	4	4	30	0	1	8	0	0	0	0	3	12
01-Feb-99	4	6	15	19	0	1	17	0	0	0	0	1	35
02-Feb-99	4	6	15	22	0	0	16	0	0	0	0	4	40
03-Feb-99	4	6	15	20	0	4	13	0	0	1	0	6	36
04-Feb-99	4	6	11	22	0	4	14	0	0	4	0	5	38
05-Feb-99	4	7	12	21	0	7	14	0	0	3	0	2	39

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
06-Feb-99	4	6	9	22	0	9	16	0	0	0	0	0	32
07-Feb-99	4	6	8	22	0	10	12	0	0	0	0	3	28
08-Feb-99	4	6	5	23	0	14	14	0	0	0	0	10	30
09-Feb-99	4	6	3	27	0	15	17	0	0	0	0	11	32
10-Feb-99	4	6	4	24	0	14	13	0	0	0	0	8	37
11-Feb-99	4	6	7	29	0	9	17	0	0	0	0	6	32
12-Feb-99	4	8	8	27	0	7	11	0	0	3	0	4	36
13-Feb-99	4	7	9	29	0	9	9	0	0	4	0	8	17
14-Feb-99	4	7	11	31	0	11	6	0	0	2	0	8	14
15-Feb-99	0	6	9	28	0	6	5	0	0	5	0	11	8
16-Feb-99	4	6	8	26	0	2	8	0	0	3	0	19	35
17-Feb-99	4	6	8	23	0	2	11	0	0	2	0	20	35
18-Feb-99	4	7	9	25	0	4	11	0	0	0	0	15	39
19-Feb-99	4	7	9	23	0	5	12	0	0	0	0	14	40
20-Feb-99	4	7	13	23	0	7	14	0	0	0	0	9	29
21-Feb-99	0	6	12	24	0	6	10	0	0	0	0	4	22
22-Feb-99	4	6	11	26	0	6	10	0	0	0	0	4	36
23-Feb-99	4	6	9	29	0	3	10	0	0	0	0	5	39
24-Feb-99	0	6	9	23	0	3	9	0	0	0	0	11	35
25-Feb-99	0	6	8	25	0	2	8	0	0	0	0	7	37
26-Feb-99	0	6	7	25	0	3	10	0	0	0	0	6	37
27-Feb-99	0	6	7	27	0	6	9	0	0	3	0	0	17
28-Feb-99	0	6	6	27	0	5	7	0	0	4	0	6	13
01-Mar-99	3	5	26	25	0	1	18	0	0	2	0	9	36
02-Mar-99	3	5	21	25	0	2	24	0	0	2	0	7	39
03-Mar-99	1	5	19	21	0	2	21	0	0	5	0	9	38
04-Mar-99	2	5	18	23	0	3	18	0	0	2	0	8	35
05-Mar-99	1	5	19	25	0	7	16	0	0	3	0	6	38
06-Mar-99	1	5	13	24	0	9	17	0	0	8	0	2	31
07-Mar-99	1	5	11	27	0	11	14	0	0	9	0	5	19
08-Mar-99	2	5	12	24	0	11	13	0	0	6	0	6	37
09-Mar-99	3	5	13	25	0	11	14	0	0	9	0	8	38
10-Mar-99	5	5	12	21	0	10	17	0	0	9	0	6	38
11-Mar-99	3	5	11	22	0	6	18	0	0	9	0	8	38
12-Mar-99	2	5	9	22	0	5	19	0	0	12	0	8	38
13-Mar-99	3	5	8	28	0	4	19	0	0	9	0	6	22
14-Mar-99	1	5	8	32	0	6	20	0	0	3	0	6	16
15-Mar-99	2	5	8	30	0	6	16	0	0	0	0	10	32
16-Mar-99	1	5	6	30	0	7	11	0	0	0	0	9	36
17-Mar-99	3	5	7	29	0	8	10	0	0	0	0	14	32
18-Mar-99	0	5	5	30	0	9	10	0	0	0	0	13	32
19-Mar-99	2	5	4	25	0	9	8	0	0	0	0	10	34
20-Mar-99	0	5	4	29	0	10	6	0	0	0	0	8	22
21-Mar-99	0	5	2	29	0	8	2	0	0	0	0	8	20

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
22-Mar-99	0	5	2	27	0	8	3	0	0	0	0	6	36
23-Mar-99	0	5	1	30	0	7	5	0	0	0	0	9	35
24-Mar-99	0	5	2	25	0	7	4	0	0	0	0	9	36
25-Mar-99	0	5	2	29	0	6	3	0	0	0	0	9	36
26-Mar-99	0	5	2	27	0	8	5	0	0	0	0	3	41
27-Mar-99	0	5	2	26	0	2	7	0	0	0	0	2	24
28-Mar-99	2	5	4	27	0	5	5	0	0	0	0	3	20
29-Mar-99	4	5	4	27	0	5	6	0	0	0	0	1	43
30-Mar-99	4	5	4	28	0	6	6	0	0	0	0	5	38
31-Mar-99	4	5	4	26	0	7	7	0	0	0	0	7	35
01-Apr-99	2	6	34	29	0	6	10	0	0	0	0	2	30
02-Apr-99	2	6	40	27	0	5	11	0	0	0	0	1	23
03-Apr-99	2	5	39	25	0	8	12	0	0	0	0	2	10
04-Apr-99	3	5	36	24	0	10	15	0	0	0	0	2	1
05-Apr-99	4	5	35	22	0	9	12	0	0	0	0	7	26
06-Apr-99	3	5	41	24	0	9	10	0	0	0	0	10	22
07-Apr-99	1	6	43	20	0	8	9	0	0	0	0	8	28
08-Apr-99	2	6	39	21	0	6	7	0	0	0	0	7	28
09-Apr-99	2	5	33	22	0	7	7	0	0	0	0	4	34
10-Apr-99	1	5	38	24	0	6	14	0	0	0	0	0	21
11-Apr-99	2	5	39	25	0	5	14	0	0	0	0	2	22
12-Apr-99	1	5	36	23	0	5	16	0	0	0	0	13	26
13-Apr-99	2	5	35	22	0	7	13	0	0	0	0	9	27
14-Apr-99	4	7	37	19	0	8	13	0	0	0	0	6	27
15-Apr-99	5	9	38	16	0	8	16	0	0	0	0	8	29
16-Apr-99	7	9	41	15	0	6	22	0	0	0	0	10	25
17-Apr-99	6	11	44	17	0	6	19	0	0	0	0	3	14
18-Apr-99	5	11	42	19	0	4	14	0	0	0	0	5	13
19-Apr-99	7	10	40	23	0	7	10	0	0	0	0	6	22
20-Apr-99	3	9	39	25	0	7	9	0	0	0	0	7	24
21-Apr-99	3	10	40	24	0	6	6	0	0	0	0	6	20
22-Apr-99	5	11	39	25	0	6	8	0	0	0	0	8	18
23-Apr-99	5	9	40	24	0	5	7	0	0	0	0	7	20
24-Apr-99	5	9	43	21	0	6	7	0	0	0	0	4	9
25-Apr-99	3	8	46	19	0	5	11	0	0	0	0	7	10
26-Apr-99	5	9	42	21	0	3	11	0	0	0	0	10	16
27-Apr-99	5	9	37	22	0	3	12	0	0	0	0	10	19
28-Apr-99	5	10	40	23	0	4	12	0	0	0	0	13	16
29-Apr-99	8	8	36	23	0	5	17	0	0	0	0	12	16
30-Apr-99	6	7	35	23	0	7	19	0	0	0	0	10	16
01-May-99	1	12	29	24	0	9	8	0	0	10	0	10	19
02-May-99	1	13	27	28	0	9	7	0	0	9	0	12	19
03-May-99	1	11	31	28	0	11	8	0	0	6	0	11	30
04-May-99	1	13	34	30	0	10	6	0	0	3	0	11	24

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
05-May-99	1	10	38	29	0	10	10	0	0	4	0	9	27
06-May-99	1	10	31	27	0	8	12	0	0	7	0	8	30
07-May-99	1	12	29	24	0	9	16	0	0	5	0	2	29
08-May-99	1	11	32	25	0	10	22	0	0	3	0	1	18
09-May-99	1	10	31	28	0	9	26	0	0	1	0	1	13
10-May-99	1	13	22	29	0	11	23	0	0	0	0	2	29
11-May-99	1	10	21	24	0	13	23	0	0	0	0	3	33
12-May-99	1	10	17	28	0	13	24	0	0	0	0	2	42
13-May-99	1	9	19	32	0	12	24	0	0	0	0	4	37
14-May-99	1	10	15	24	0	11	21	0	0	0	0	3	37
15-May-99	1	9	11	24	0	8	23	0	0	0	0	2	39
16-May-99	1	8	8	25	0	9	25	0	0	0	0	2	32
17-May-99	1	8	8	26	0	9	19	0	0	0	0	1	36
18-May-99	1	9	8	28	0	6	17	0	0	0	0	3	37
19-May-99	1	8	8	28	0	6	18	0	0	0	0	2	39
20-May-99	1	9	9	29	0	7	16	0	0	0	0	2	35
21-May-99	1	9	9	26	0	6	11	0	0	0	0	4	36
22-May-99	1	9	12	29	0	5	10	0	0	0	0	6	29
23-May-99	1	9	13	31	0	6	5	0	0	0	0	6	31
24-May-99	1	9	12	30	0	7	2	0	0	0	0	5	33
25-May-99	1	9	11	32	0	7	2	0	0	0	0	5	33
26-May-99	1	9	12	31	0	6	3	0	0	0	0	5	35
27-May-99	1	9	12	29	0	7	4	0	0	0	0	5	33
28-May-99	1	10	12	28	0	7	3	0	0	0	0	8	34
29-May-99	1	9	11	28	0	8	2	0	0	0	0	1	24
30-May-99	1	9	11	31	0	7	1	0	0	0	0	0	24
31-May-99	1	9	11	29	0	5	1	0	0	0	0	0	22
01-Jun-99	3	7	45	26	0	4	5	0	0	0	0	3	28
02-Jun-99	1	5	43	26	0	3	10	0	0	0	0	3	31
03-Jun-99	0	8	41	26	0	2	11	0	0	1	0	3	32
04-Jun-99	1	7	43	30	0	2	10	0	0	2	0	3	33
05-Jun-99	0	6	44	29	0	1	8	0	0	4	0	1	27
06-Jun-99	1	5	44	28	0	0	15	0	0	4	0	2	27
07-Jun-99	0	5	42	25	0	0	17	0	0	4	0	5	32
08-Jun-99	2	5	40	26	0	0	12	0	0	4	0	5	28
09-Jun-99	0	5	36	28	0	0	15	0	0	4	0	5	27
10-Jun-99	1	5	42	26	0	3	13	0	0	4	0	5	26
11-Jun-99	0	6	41	27	0	4	11	0	0	4	0	4	28
12-Jun-99	0	5	40	26	0	4	10	0	0	3	0	2	27
13-Jun-99	1	5	39	26	0	3	10	0	0	4	0	7	27
14-Jun-99	0	5	38	25	0	2	9	0	0	5	0	11	24
15-Jun-99	0	5	38	27	0	2	12	0	0	6	0	11	25
16-Jun-99	1	5	37	25	0	1	15	0	0	4	0	11	27
17-Jun-99	1	6	37	26	0	0	19	0	0	4	0	11	27

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
18-Jun-99	2	5	37	29	0	1	20	0	0	5	0	3	28
19-Jun-99	1	5	36	29	0	1	13	0	0	6	0	2	26
20-Jun-99	1	4	31	31	0	0	13	0	0	3	0	3	25
21-Jun-99	2	4	32	28	0	0	15	0	0	4	0	2	31
22-Jun-99	2	4	32	31	0	0	11	0	0	4	0	4	31
23-Jun-99	2	4	33	28	0	1	8	0	0	4	0	3	33
24-Jun-99	2	4	34	31	0	2	8	0	0	5	0	4	36
25-Jun-99	2	5	35	32	0	2	8	0	0	5	0	3	37
26-Jun-99	0	4	35	33	0	1	11	0	0	0	0	2	35
27-Jun-99	0	4	34	33	0	1	8	0	0	0	0	2	21
28-Jun-99	1	4	34	29	0	1	10	0	0	0	0	2	26
29-Jun-99	1	4	34	31	0	2	9	0	0	0	0	2	29
30-Jun-99	0	4	34	26	0	2	8	0	0	0	0	2	28
01-Jul-99	0	6	52	26	0	0	15	0	0	0	0	3	24
02-Jul-99	0	7	51	26	0	1	14	0	0	0	0	2	24
03-Jul-99	1	6	48	23	0	1	17	0	0	0	0	1	9
04-Jul-99	1	6	51	24	0	0	15	0	0	0	0	1	6
05-Jul-99	1	6	55	22	0	0	15	0	0	0	0	1	5
06-Jul-99	2	6	57	23	0	0	13	0	0	0	0	4	26
07-Jul-99	2	7	58	22	0	1	17	0	0	0	0	4	28
08-Jul-99	0	7	53	21	0	1	24	0	0	0	0	3	37
09-Jul-99	0	6	48	23	0	0	15	0	0	0	0	3	33
10-Jul-99	0	5	45	26	0	0	12	0	0	0	0	2	27
11-Jul-99	0	5	40	25	0	0	7	0	0	0	0	3	25
12-Jul-99	0	4	38	24	0	0	7	0	0	0	0	6	34
13-Jul-99	0	4	37	26	0	0	9	0	0	0	0	10	32
14-Jul-99	0	4	37	23	0	2	5	0	0	0	0	8	33
15-Jul-99	0	4	37	22	0	2	6	0	0	0	0	6	35
16-Jul-99	0	5	17	26	0	1	3	0	0	0	0	6	32
17-Jul-99	0	4	15	26	0	0	3	0	0	0	0	1	24
18-Jul-99	0	4	15	28	0	0	3	0	0	0	0	3	25
19-Jul-99	0	4	15	26	0	0	3	0	0	0	0	15	29
20-Jul-99	0	5	14	30	0	0	2	0	0	0	0	11	32
21-Jul-99	0	4	15	28	0	0	5	0	0	0	0	14	29
22-Jul-99	0	5	15	31	0	0	6	0	0	0	0	9	32
23-Jul-99	0	4	12	35	0	0	6	0	0	0	0	9	32
24-Jul-99	0	4	13	35	0	0	8	0	0	0	0	11	27
25-Jul-99	0	4	12	33	0	0	7	0	0	0	0	14	19
26-Jul-99	0	4	12	29	0	0	6	0	0	0	0	11	30
27-Jul-99	0	4	13	29	0	0	7	0	0	0	0	11	33
28-Jul-99	0	4	14	27	0	0	6	0	0	0	0	11	31
29-Jul-99	0	4	13	26	0	0	4	0	0	0	0	11	32
30-Jul-99	0	5	14	28	0	0	4	0	0	0	0	6	31
31-Jul-99	0	5	12	29	0	0	3	0	0	0	0	2	25

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
01-Aug-99	0	5	7	18	0	3	20	0	0	4	0	0	46
02-Aug-99	1	6	7	20	0	4	16	0	0	1	0	0	46
03-Aug-99	1	6	8	21	0	3	11	0	0	0	0	0	46
04-Aug-99	0	6	9	22	0	4	10	0	0	0	0	0	46
05-Aug-99	1	6	7	21	0	4	8	0	0	0	0	0	46
06-Aug-99	0	6	7	23	0	4	12	0	0	0	0	0	46
07-Aug-99	0	6	8	23	0	6	13	0	0	0	0	0	46
08-Aug-99	1	5	10	22	0	5	18	0	0	0	0	0	46
09-Aug-99	0	5	14	19	0	5	19	0	0	0	0	0	46
10-Aug-99	1	5	11	17	0	6	12	0	0	0	0	0	46
11-Aug-99	0	5	12	15	0	7	15	0	0	0	0	0	46
12-Aug-99	0	6	11	14	0	4	15	0	0	0	0	0	46
13-Aug-99	1	7	9	17	0	5	13	0	0	0	0	0	46
14-Aug-99	0	6	8	17	0	7	12	0	0	0	0	0	46
15-Aug-99	3	5	6	19	0	9	13	0	0	0	0	0	46
16-Aug-99	3	5	7	19	0	9	15	0	0	0	0	0	46
17-Aug-99	2	5	6	18	0	11	15	0	0	0	0	0	46
18-Aug-99	3	5	4	17	0	6	13	0	0	0	0	0	46
19-Aug-99	3	5	4	20	0	7	13	0	0	0	0	0	46
20-Aug-99	3	5	3	19	0	6	13	0	0	0	0	0	46
21-Aug-99	2	5	1	19	0	3	11	0	0	0	0	0	46
22-Aug-99	1	5	1	19	0	3	9	0	0	0	0	0	46
23-Aug-99	1	5	3	17	0	3	7	0	0	0	0	0	46
24-Aug-99	0	5	4	17	0	2	5	0	0	0	0	0	46
25-Aug-99	1	5	4	16	0	2	6	0	0	0	0	0	46
26-Aug-99	1	5	5	13	0	1	11	0	0	0	0	0	46
27-Aug-99	1	5	7	17	0	5	12	0	0	1	0	0	46
28-Aug-99	0	5	6	19	0	7	13	0	0	5	0	0	46
29-Aug-99	0	5	4	20	0	10	13	0	0	6	0	0	46
30-Aug-99	1	5	5	18	0	10	12	0	0	5	0	0	46
31-Aug-99	0	5	6	19	0	12	9	0	0	5	0	0	46
01-Sep-99	2	6	11	15	0	6	10	0	0	5	0	0	48
02-Sep-99	2	7	11	15	0	6	15	0	0	6	0	0	48
03-Sep-99	2	7	11	13	0	5	16	0	0	6	0	0	48
04-Sep-99	2	7	7	13	0	5	15	0	0	6	0	0	48
05-Sep-99	2	6	7	12	0	6	22	0	0	5	0	0	48
06-Sep-99	3	6	7	10	0	6	17	0	0	6	0	0	48
07-Sep-99	3	6	7	11	0	7	17	0	0	6	0	0	48
08-Sep-99	2	6	7	10	0	8	15	0	0	9	0	0	48
09-Sep-99	2	6	8	12	0	7	15	0	0	8	0	0	48
10-Sep-99	2	6	8	17	0	5	17	0	0	7	0	0	48
11-Sep-99	2	6	10	17	0	7	9	0	0	7	0	0	48
12-Sep-99	1	6	9	16	0	8	11	0	0	8	0	0	48
13-Sep-99	0	6	7	12	0	7	14	0	0	6	0	0	48

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
14-Sep-99	0	6	7	13	0	5	11	0	0	9	0	0	48
15-Sep-99	0	6	7	14	0	4	12	0	0	10	0	0	48
16-Sep-99	0	5	7	15	0	5	13	0	0	14	0	0	48
17-Sep-99	0	5	9	15	0	4	15	0	0	12	0	0	48
18-Sep-99	0	5	7	15	0	6	18	0	0	9	0	0	48
19-Sep-99	0	5	7	14	0	8	13	0	0	8	0	0	48
20-Sep-99	0	5	8	13	0	8	15	0	0	2	0	0	48
21-Sep-99	0	5	7	13	0	10	7	0	0	2	0	0	48
22-Sep-99	0	5	7	14	0	12	6	0	0	0	0	0	48
23-Sep-99	0	5	7	15	0	11	7	0	0	0	0	0	48
24-Sep-99	0	6	7	19	0	12	6	0	0	0	0	0	48
25-Sep-99	0	6	7	18	0	13	6	0	0	0	0	0	48
26-Sep-99	1	5	7	18	0	9	4	0	0	0	0	0	48
27-Sep-99	1	5	7	18	0	8	4	0	0	0	0	0	48
28-Sep-99	1	5	7	18	0	8	3	0	0	0	0	0	48
29-Sep-99	1	5	7	18	0	9	2	0	0	0	0	0	48
30-Sep-99	1	5	7	16	0	11	0	0	0	0	0	0	48
01-Oct-99	2	5	13	11	0	13	6	0	0	12	0	0	48
02-Oct-99	1	5	14	10	0	13	7	0	0	14	0	0	48
03-Oct-99	0	5	14	14	0	10	8	0	0	13	0	0	48
04-Oct-99	1	6	15	15	0	9	7	0	0	15	0	0	48
05-Oct-99	1	6	16	12	0	5	8	0	0	14	0	0	48
06-Oct-99	1	7	16	15	0	4	7	0	0	11	0	0	48
07-Oct-99	0	7	19	10	0	4	11	0	0	10	0	0	48
08-Oct-99	0	6	20	9	0	2	12	0	0	8	0	0	48
09-Oct-99	0	6	20	10	0	1	7	0	0	11	0	0	48
10-Oct-99	1	6	20	12	0	2	7	0	0	11	0	0	48
11-Oct-99	1	6	21	16	0	5	5	0	0	5	0	0	48
12-Oct-99	0	6	20	17	0	5	5	0	0	4	0	0	48
13-Oct-99	0	6	19	18	0	5	8	0	0	5	0	0	48
14-Oct-99	0	6	12	14	0	6	9	0	0	4	0	0	48
15-Oct-99	0	6	10	15	0	7	7	0	0	3	0	0	48
16-Oct-99	0	5	8	18	0	9	9	0	0	3	0	0	48
17-Oct-99	0	5	7	17	0	7	10	0	0	3	0	0	48
18-Oct-99	0	5	3	15	0	7	12	0	0	3	0	0	48
19-Oct-99	1	5	2	14	0	9	11	0	0	3	0	0	48
20-Oct-99	1	5	2	17	0	5	11	0	0	2	0	0	48
21-Oct-99	1	5	1	17	0	4	10	0	0	2	0	0	48
22-Oct-99	1	5	2	20	0	7	8	0	0	2	0	0	48
23-Oct-99	1	5	2	20	0	12	8	0	0	4	0	0	48
24-Oct-99	0	5	2	22	0	10	5	0	0	4	0	0	48
25-Oct-99	0	5	2	23	0	8	6	0	0	3	0	0	48
26-Oct-99	0	5	0	19	0	7	6	0	0	3	0	0	48
27-Oct-99	0	5	0	18	0	6	3	0	0	3	0	0	48

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
28-Oct-99	0	5	0	19	0	6	3	0	0	3	0	0	48
29-Oct-99	0	5	0	23	0	8	3	0	12	3	0	0	48
30-Oct-99	0	5	0	22	0	6	5	0	10	4	0	0	48
31-Oct-99	0	5	0	19	0	6	5	0	11	3	0	0	48
01-Nov-99	0	7	7	23	0	8	7	0	3	2	0	0	48
02-Nov-99	1	7	7	22	0	9	5	0	4	2	0	0	48
03-Nov-99	1	7	8	21	0	9	10	0	7	3	0	0	48
04-Nov-99	1	6	7	17	0	10	10	0	5	3	0	0	48
05-Nov-99	0	6	6	19	0	12	9	0	4	5	0	0	48
06-Nov-99	1	6	4	20	0	13	5	0	2	6	0	0	48
07-Nov-99	0	6	3	20	0	12	14	0	4	3	0	0	48
08-Nov-99	2	6	3	20	0	10	15	0	7	2	0	0	48
09-Nov-99	1	6	3	20	0	8	13	0	8	2	0	0	48
10-Nov-99	2	6	6	19	0	11	10	0	8	2	0	0	48
11-Nov-99	1	6	6	21	0	11	12	0	9	2	0	0	48
12-Nov-99	0	6	7	20	0	12	10	0	9	2	0	0	48
13-Nov-99	0	6	7	20	0	14	9	0	9	3	0	0	48
14-Nov-99	0	6	4	19	0	12	9	0	9	3	0	0	48
15-Nov-99	1	6	4	18	0	12	10	0	9	2	0	0	48
16-Nov-99	0	6	6	21	0	9	11	0	12	1	0	0	48
17-Nov-99	0	6	5	20	0	4	10	0	12	1	0	0	48
18-Nov-99	1	6	5	21	0	7	6	0	11	2	0	0	48
19-Nov-99	0	6	4	22	0	6	5	0	13	2	0	0	48
20-Nov-99	0	6	3	22	0	5	6	0	10	2	0	0	48
21-Nov-99	0	6	5	23	0	4	5	0	9	2	0	0	48
22-Nov-99	1	6	5	21	0	3	7	0	11	2	0	0	48
23-Nov-99	0	6	3	18	0	1	8	0	11	2	0	0	48
24-Nov-99	1	6	3	15	0	1	3	0	13	2	0	0	48
25-Nov-99	1	6	3	9	0	2	2	0	8	2	0	0	48
26-Nov-99	1	6	3	11	0	2	0	0	3	2	0	0	48
27-Nov-99	0	6	3	16	0	3	0	0	2	2	0	0	48
28-Nov-99	0	6	3	17	0	5	1	0	1	2	0	0	48
29-Nov-99	1	6	3	18	0	4	1	0	1	2	0	0	48
30-Nov-99	0	6	4	19	0	4	2	0	1	2	0	0	48
01-Dec-99	4	5	5	24	0	4	8	0	0	4	0	0	45
02-Dec-99	4	5	5	20	0	4	8	0	0	4	0	0	45
03-Dec-99	4	5	10	19	0	5	8	0	0	4	0	0	45
04-Dec-99	4	5	10	21	0	4	8	0	0	4	0	0	45
05-Dec-99	4	5	10	23	0	2	8	0	0	4	0	0	45
06-Dec-99	4	5	10	25	0	2	8	0	0	4	0	0	45
07-Dec-99	4	5	10	27	0	2	8	0	0	4	0	0	45
08-Dec-99	4	5	10	24	0	1	8	0	0	4	0	0	45
09-Dec-99	4	5	10	24	0	0	8	0	0	4	0	0	45
10-Dec-99	4	5	10	22	0	1	8	0	0	4	0	0	45

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
11-Dec-99	4	5	10	25	0	1	8	0	0	4	0	0	45
12-Dec-99	4	5	10	26	0	1	8	0	0	4	0	0	45
13-Dec-99	4	5	10	26	0	1	8	0	0	4	0	0	45
14-Dec-99	4	5	10	26	0	0	8	0	0	4	0	0	45
15-Dec-99	0	5	10	22	0	0	8	0	0	4	0	0	45
16-Dec-99	0	5	10	21	0	3	8	0	0	4	0	0	45
17-Dec-99	0	5	10	21	0	5	8	0	0	4	0	0	45
18-Dec-99	0	5	10	23	0	6	8	0	0	4	0	0	45
19-Dec-99	0	5	10	23	0	6	8	0	0	4	0	0	45
20-Dec-99	0	5	10	25	0	3	8	0	0	4	0	0	45
21-Dec-99	0	5	5	29	0	1	8	0	0	4	0	0	45
22-Dec-99	0	5	5	27	0	0	8	0	0	4	0	0	45
23-Dec-99	0	5	5	24	0	0	8	0	0	4	0	0	45
24-Dec-99	0	5	5	14	0	0	8	0	0	4	0	0	45
25-Dec-99	0	5	5	7	0	0	8	0	0	4	0	0	45
26-Dec-99	0	5	5	14	0	0	8	0	0	4	0	0	45
27-Dec-99	0	5	5	23	0	0	8	0	0	4	0	0	45
28-Dec-99	0	5	5	24	0	0	8	0	0	4	0	0	45
29-Dec-99	0	5	5	24	0	0	8	0	0	4	0	0	45
30-Dec-99	0	5	5	14	0	2	8	0	0	4	0	0	45
31-Dec-99	0	5	5	7	0	2	8	0	0	4	0	0	45
01-Jan-00	0	22	16	7	0	0	2	0	0	3	69	0	0
02-Jan-00	0	22	17	9	0	1	2	0	0	3	69	0	0
03-Jan-00	0	22	16	13	0	1	4	0	0	2	69	0	0
04-Jan-00	0	22	18	17	0	1	6	0	0	3	69	0	0
05-Jan-00	0	22	15	17	0	1	3	0	0	4	69	0	0
06-Jan-00	0	22	8	22	0	0	5	0	0	5	69	0	0
07-Jan-00	1	14	5	27	0	1	7	0	0	4	69	0	0
08-Jan-00	1	14	5	30	0	2	7	0	0	6	69	0	0
09-Jan-00	1	9	2	27	0	2	8	0	0	6	69	0	0
10-Jan-00	1	9	2	25	0	2	7	0	0	7	69	0	0
11-Jan-00	1	9	3	25	0	1	9	0	0	10	69	0	0
12-Jan-00	1	5	7	23	0	1	8	0	0	11	69	0	0
13-Jan-00	1	5	6	21	0	1	5	0	0	7	69	0	0
14-Jan-00	1	5	6	24	0	1	4	0	0	4	69	0	0
15-Jan-00	1	5	7	23	0	2	5	0	0	3	69	0	0
16-Jan-00	1	5	6	24	0	1	4	0	0	2	69	0	0
17-Jan-00	1	5	6	22	0	1	4	0	0	2	69	0	0
18-Jan-00	0	5	5	20	0	1	4	0	0	2	69	0	0
19-Jan-00	0	5	4	20	0	0	3	0	0	1	69	0	0
20-Jan-00	0	5	11	19	0	2	12	0	0	8	69	0	0
21-Jan-00	0	5	11	20	0	2	12	0	0	8	69	0	0
22-Jan-00	0	5	11	21	0	3	12	0	1	8	69	0	0
23-Jan-00	0	5	11	21	0	0	12	0	2	8	69	0	0

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
24-Jan-00	0	5	11	20	0	0	12	0	3	8	69	0	0
25-Jan-00	0	5	11	19	0	0	13	0	5	8	69	0	0
26-Jan-00	0	5	11	20	0	1	13	0	6	8	69	0	0
27-Jan-00	0	5	11	17	0	2	13	0	6	8	69	0	0
28-Jan-00	0	5	11	20	0	2	13	0	6	8	69	0	0
29-Jan-00	0	5	11	19	0	0	13	0	5	8	69	0	0
30-Jan-00	0	5	11	21	0	0	13	0	4	8	69	0	0
31-Jan-00	0	5	11	19	0	0	12	0	2	8	69	0	0
01-Feb-00	0	5	5	18	8	3	10	3	5	6	71	0	0
02-Feb-00	0	5	4	16	3	3	10	3	5	5	71	0	0
03-Feb-00	0	5	6	15	4	4	7	3	1	5	71	0	0
04-Feb-00	0	4	7	17	4	4	8	3	1	3	67	0	0
05-Feb-00	0	4	7	18	4	4	9	2	0	5	67	0	0
06-Feb-00	0	4	8	18	3	3	8	2	0	7	67	0	0
07-Feb-00	0	4	7	20	1	1	9	0	0	8	67	0	0
08-Feb-00	0	4	4	15	1	1	11	0	0	11	67	0	0
09-Feb-00	0	4	4	16	1	1	11	0	0	10	67	0	0
10-Feb-00	0	4	3	13	1	1	8	0	0	14	67	0	0
11-Feb-00	0	4	2	16	1	1	8	0	0	11	67	0	0
12-Feb-00	0	4	4	13	2	2	7	0	0	9	67	0	0
13-Feb-00	0	4	7	13	2	2	5	0	0	8	67	0	0
14-Feb-00	0	4	10	14	3	3	3	0	0	7	67	0	0
15-Feb-00	0	4	9	12	3	3	3	0	0	6	67	0	0
16-Feb-00	0	4	11	14	2	2	4	0	0	8	67	0	0
17-Feb-00	0	4	18	16	2	2	8	4	0	9	67	0	0
18-Feb-00	0	4	18	15	2	2	8	4	0	9	67	0	0
19-Feb-00	0	4	18	16	3	3	10	4	0	9	67	0	0
20-Feb-00	0	4	18	15	3	3	10	4	0	9	67	0	0
21-Feb-00	0	4	18	16	2	2	11	4	0	9	67	0	0
22-Feb-00	0	4	18	18	0	0	11	4	0	9	67	0	0
23-Feb-00	0	4	18	17	0	0	10	4	0	9	67	0	0
24-Feb-00	0	4	18	18	0	0	10	4	0	9	67	0	0
25-Feb-00	0	4	18	19	1	1	10	4	0	9	67	0	0
26-Feb-00	0	4	18	18	2	2	10	4	0	9	67	0	0
27-Feb-00	0	4	18	18	2	2	10	4	0	9	67	0	0
28-Feb-00	0	4	18	17	2	2	10	4	0	9	67	0	0
01-Mar-00	0	5	15	15	3	0	10	4	13	6	70	0	0
02-Mar-00	0	5	15	11	3	0	10	5	13	7	70	0	0
03-Mar-00	0	5	19	13	2	0	6	4	13	9	70	0	0
04-Mar-00	0	5	19	16	6	4	7	7	14	8	70	0	0
05-Mar-00	0	5	18	15	5	4	5	7	13	10	70	0	0
06-Mar-00	0	5	18	15	7	5	6	4	19	7	70	0	0
07-Mar-00	0	5	16	14	11	8	5	2	19	7	70	0	0
08-Mar-00	0	5	19	18	2	0	4	2	23	7	70	0	0

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
09-Mar-00	0	5	17	18	3	0	6	2	23	6	70	0	0
10-Mar-00	0	5	15	21	4	0	7	1	23	5	70	0	0
11-Mar-00	0	5	12	19	5	1	10	1	23	5	70	0	0
12-Mar-00	0	5	11	18	6	2	7	1	26	5	70	0	0
13-Mar-00	0	5	10	16	10	2	4	1	28	5	70	0	0
14-Mar-00	0	5	6	17	8	2	7	2	28	5	70	0	0
15-Mar-00	0	5	6	17	6	0	7	2	28	5	70	0	0
16-Mar-00	0	5	5	14	3	1	5	2	28	4	70	0	0
17-Mar-00	0	5	5	14	3	1	6	2	28	4	70	0	0
18-Mar-00	0	5	5	12	3	1	11	2	31	4	70	0	0
19-Mar-00	0	5	5	11	3	1	11	2	28	4	70	0	0
20-Mar-00	0	5	5	12	3	1	11	2	29	4	70	0	0
21-Mar-00	0	5	5	11	3	1	5	2	28	4	70	0	0
22-Mar-00	0	5	4	13	3	1	5	2	29	4	70	0	0
23-Mar-00	0	5	11	13	5	3	8	4	31	6	70	0	0
24-Mar-00	0	5	11	13	5	3	8	4	31	6	70	0	0
25-Mar-00	0	5	11	13	5	3	8	4	28	6	70	0	0
26-Mar-00	0	5	11	14	4	2	8	4	23	6	70	0	0
27-Mar-00	0	5	11	15	4	2	8	4	19	6	70	0	0
28-Mar-00	0	5	11	15	3	1	8	4	15	6	70	0	0
29-Mar-00	0	5	11	15	3	1	8	4	13	6	70	0	0
30-Mar-00	0	5	11	12	3	1	8	4	11	6	70	0	0
31-Mar-00	0	5	11	13	6	4	8	4	11	6	70	0	0
01-Apr-00	0	5	6	13	9	0	3	2	12	3	68	0	0
02-Apr-00	0	5	6	15	9	0	4	6	8	3	68	0	0
03-Apr-00	0	5	5	16	9	0	4	7	10	6	68	0	0
04-Apr-00	0	5	6	13	8	1	4	7	8	4	68	0	0
05-Apr-00	0	5	7	14	7	1	4	7	5	4	68	0	0
06-Apr-00	0	5	7	13	7	1	4	5	4	5	68	0	0
07-Apr-00	0	5	8	16	6	1	6	3	2	6	68	0	0
08-Apr-00	0	5	7	15	5	1	4	2	3	5	68	0	0
09-Apr-00	0	5	8	14	5	1	2	4	2	9	68	0	0
10-Apr-00	0	5	8	16	5	1	2	3	1	8	68	0	0
11-Apr-00	0	5	6	12	4	3	2	4	1	6	68	0	0
12-Apr-00	0	5	5	18	3	4	3	4	1	8	68	0	0
13-Apr-00	0	5	6	18	2	2	3	5	0	14	68	0	0
14-Apr-00	0	5	5	20	2	1	4	5	0	12	68	0	0
15-Apr-00	0	5	4	19	4	1	4	4	0	10	68	0	0
16-Apr-00	0	5	4	17	5	1	8	2	0	8	68	0	0
17-Apr-00	0	5	3	18	5	3	7	2	0	7	68	0	0
18-Apr-00	0	5	2	14	5	3	3	1	0	9	68	0	0
19-Apr-00	0	5	1	15	6	6	4	1	0	6	68	0	0
20-Apr-00	0	5	1	16	6	6	4	0	0	3	68	0	0
21-Apr-00	0	5	2	17	7	6	5	0	0	3	68	0	0

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
22-Apr-00	0	5	8	17	6	6	7	3	0	5	68	0	0
23-Apr-00	0	5	8	17	6	7	7	3	0	5	68	0	0
24-Apr-00	0	5	8	21	6	8	7	3	0	5	68	0	0
25-Apr-00	0	5	8	18	6	8	7	3	0	5	68	0	0
26-Apr-00	0	5	8	20	6	9	7	3	0	5	68	0	0
27-Apr-00	0	5	8	18	5	8	7	3	0	5	68	0	0
28-Apr-00	0	5	8	20	5	7	7	3	0	5	68	0	0
29-Apr-00	0	5	8	20	5	6	7	3	0	5	68	0	0
30-Apr-00	0	5	8	17	5	5	7	4	0	5	68	0	0
01-May-00	0	5	5	16	1	3	2	1	0	3	68	0	0
02-May-00	0	5	5	15	1	2	2	1	0	3	68	0	0
03-May-00	0	5	3	13	2	3	2	2	0	3	68	0	0
04-May-00	0	5	1	13	3	3	2	2	0	3	68	0	0
05-May-00	0	5	0	17	3	3	3	2	0	3	68	0	0
06-May-00	0	5	3	16	4	4	4	3	0	3	68	0	0
07-May-00	0	5	4	15	7	7	3	4	0	4	68	0	0
08-May-00	0	5	3	17	9	5	4	4	0	5	68	0	0
09-May-00	0	5	2	17	8	3	5	4	0	6	68	0	0
10-May-00	0	5	1	17	9	3	7	4	0	5	68	0	0
11-May-00	0	5	1	19	11	4	6	2	0	5	68	0	0
12-May-00	0	5	1	19	11	3	5	1	0	4	68	0	0
13-May-00	0	5	6	16	10	4	6	2	1	4	68	0	0
14-May-00	0	5	2	16	9	4	6	3	1	3	68	0	0
15-May-00	0	5	4	18	9	4	7	3	1	3	68	0	0
16-May-00	0	5	5	13	8	5	8	3	3	4	68	0	0
17-May-00	0	5	5	14	8	6	8	3	4	4	68	0	0
18-May-00	0	5	4	14	8	8	6	3	3	6	68	0	0
19-May-00	0	5	5	18	8	10	4	2	4	5	68	0	0
20-May-00	0	5	4	18	8	9	4	2	7	5	68	0	0
21-May-00	0	5	1	21	7	12	10	2	5	3	68	0	0
22-May-00	0	5	3	23	7	7	8	4	5	4	68	0	0
23-May-00	0	5	4	21	5	9	9	5	4	3	68	0	0
24-May-00	0	5	6	23	2	8	13	5	6	3	68	0	0
25-May-00	0	5	8	21	3	8	14	6	8	3	68	0	0
26-May-00	0	5	8	21	3	7	13	6	8	3	68	0	0
27-May-00	0	5	9	21	3	4	11	4	9	3	68	0	0
28-May-00	0	5	10	20	4	6	8	3	12	3	68	0	0
29-May-00	0	5	8	19	4	8	6	1	10	3	68	0	0
30-May-00	0	5	9	19	4	10	5	0	13	3	68	0	0
31-May-00	0	5	11	21	4	11	5	1	15	4	68	0	0
01-Jun-00	0	5	12	19	4	10	6	1	15	3	93	0	0
02-Jun-00	0	5	15	21	3	7	8	1	14	3	83	0	0
03-Jun-00	0	5	18	21	3	6	6	1	15	3	83	0	0
04-Jun-00	0	5	20	22	6	9	2	1	18	3	83	0	0

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
05-Jun-00	0	5	18	21	8	12	1	1	16	3	83	0	0
06-Jun-00	0	5	16	18	5	6	7	1	15	3	83	0	0
07-Jun-00	0	5	15	18	7	6	8	2	10	3	83	0	0
08-Jun-00	0	5	14	16	9	9	6	3	12	3	83	0	0
09-Jun-00	0	5	10	15	9	8	5	3	9	3	83	0	0
10-Jun-00	0	5	9	15	9	10	2	4	8	3	83	0	0
11-Jun-00	0	5	8	17	9	9	4	5	8	3	72	0	0
12-Jun-00	0	5	7	20	7	8	4	5	4	3	72	0	0
13-Jun-00	0	5	8	21	4	7	2	4	3	4	72	0	0
14-Jun-00	0	5	7	17	9	7	1	3	1	6	72	0	0
15-Jun-00	0	5	5	19	11	10	3	3	1	6	72	0	0
16-Jun-00	0	5	4	23	10	11	5	3	1	5	72	0	0
17-Jun-00	0	5	5	23	13	10	5	3	1	6	72	0	0
18-Jun-00	0	5	6	25	15	7	4	2	0	5	72	0	0
19-Jun-00	0	5	7	26	16	4	5	3	0	6	72	0	0
20-Jun-00	0	5	7	27	12	3	4	4	0	10	72	0	0
21-Jun-00	0	5	6	23	11	7	5	4	0	9	72	0	0
22-Jun-00	0	5	7	23	12	8	7	5	0	6	72	0	0
23-Jun-00	0	5	6	28	14	4	6	5	0	7	72	0	0
24-Jun-00	0	5	5	25	15	3	6	4	0	9	72	0	0
25-Jun-00	0	5	5	25	17	6	4	4	0	8	72	0	0
26-Jun-00	0	5	4	22	17	8	6	5	0	4	72	0	0
27-Jun-00	0	5	5	24	16	5	7	5	0	3	72	0	0
28-Jun-00	0	5	5	23	16	1	7	4	0	3	72	0	0
29-Jun-00	0	5	7	25	17	1	8	3	0	3	72	0	0
30-Jun-00	0	5	6	23	17	0	6	2	0	3	72	0	0
01-Jul-00	0	5	6	23	15	0	6	1	1	3	69	0	0
02-Jul-00	0	5	4	24	16	0	4	1	1	6	69	0	0
03-Jul-00	0	5	4	21	16	1	4	1	1	7	69	0	0
04-Jul-00	0	6	3	19	13	1	3	1	1	5	69	0	0
05-Jul-00	0	5	3	18	14	3	4	2	1	6	69	0	0
06-Jul-00	0	5	4	21	11	3	3	3	0	5	67	0	0
07-Jul-00	0	5	2	28	8	3	4	2	1	4	67	0	0
08-Jul-00	0	5	2	27	9	2	2	4	2	3	67	0	0
09-Jul-00	0	5	3	28	10	2	3	3	4	3	67	0	0
10-Jul-00	0	5	3	28	9	2	5	3	3	3	70	0	0
11-Jul-00	0	5	4	24	7	1	4	3	3	3	70	0	0
12-Jul-00	0	5	5	26	8	1	4	3	2	3	70	0	0
13-Jul-00	0	5	3	21	8	1	5	3	4	4	70	0	0
14-Jul-00	0	5	2	25	9	1	5	4	2	4	70	0	0
15-Jul-00	0	5	2	22	5	6	5	2	3	4	70	0	0
16-Jul-00	0	5	2	22	4	6	4	2	4	3	70	0	0
17-Jul-00	0	5	1	22	5	5	5	2	4	5	70	0	0
18-Jul-00	0	5	1	18	6	5	6	2	4	5	70	0	0

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
19-Jul-00	0	5	1	19	5	1	7	2	4	5	70	0	0
20-Jul-00	0	5	5	15	7	1	8	6	8	4	70	0	0
21-Jul-00	0	5	5	21	6	2	8	6	8	4	70	0	0
22-Jul-00	0	5	5	20	6	1	8	6	8	4	70	0	0
23-Jul-00	0	5	5	19	6	1	8	6	8	4	70	0	0
24-Jul-00	0	5	5	23	6	2	8	5	8	4	70	0	0
25-Jul-00	0	5	5	17	6	2	8	5	8	4	70	0	0
26-Jul-00	0	5	5	17	7	6	8	5	6	4	70	0	0
27-Jul-00	0	5	5	17	8	5	8	5	3	4	70	0	0
28-Jul-00	0	5	5	21	7	4	8	5	2	4	70	0	0
29-Jul-00	0	5	5	18	7	3	8	5	0	4	70	0	0
30-Jul-00	0	5	5	19	6	1	8	5	0	4	70	0	0
31-Jul-00	0	5	5	21	5	2	8	4	0	4	70	0	0
01-Aug-00	0	5	7	21	14	2	7	1	0	3	71	0	0
02-Aug-00	0	5	4	22	13	3	4	1	0	3	71	0	0
03-Aug-00	0	5	5	21	12	3	5	0	0	3	71	0	0
04-Aug-00	0	5	7	25	11	2	3	0	0	7	71	0	0
05-Aug-00	0	5	7	24	12	1	5	0	0	7	71	0	0
06-Aug-00	0	5	7	22	12	2	4	0	1	7	71	0	0
07-Aug-00	0	5	3	23	10	2	6	2	1	7	71	0	0
08-Aug-00	0	5	3	25	10	3	9	4	1	10	71	0	0
09-Aug-00	0	5	1	23	11	2	6	4	0	12	72	0	0
10-Aug-00	0	5	1	20	12	2	6	4	0	10	72	0	0
11-Aug-00	0	5	1	21	12	3	4	2	6	5	72	0	0
12-Aug-00	0	5	4	20	12	5	5	1	8	4	72	0	0
13-Aug-00	0	5	3	23	16	6	6	1	13	4	72	0	0
14-Aug-00	0	5	3	23	14	4	6	2	13	5	72	0	0
15-Aug-00	0	5	2	19	12	4	5	1	14	5	72	0	0
16-Aug-00	0	5	3	20	12	4	7	2	11	5	72	0	0
17-Aug-00	0	5	3	22	12	3	7	1	12	5	72	0	0
18-Aug-00	0	5	3	23	13	4	8	2	10	6	72	0	0
19-Aug-00	0	5	3	21	13	4	10	1	10	7	72	0	0
20-Aug-00	0	5	4	20	14	4	10	1	11	6	72	0	0
21-Aug-00	0	5	3	20	15	2	10	0	11	6	72	0	0
22-Aug-00	0	5	2	20	12	2	13	0	14	5	72	0	0
23-Aug-00	0	5	4	23	13	2	11	0	14	3	72	0	0
24-Aug-00	0	5	5	20	12	0	10	2	14	3	72	0	0
25-Aug-00	0	5	5	23	11	1	14	4	18	3	72	0	0
26-Aug-00	0	5	5	21	8	1	11	4	17	3	72	0	0
27-Aug-00	0	5	9	17	7	3	8	1	24	3	72	0	0
28-Aug-00	0	5	12	19	6	4	9	0	22	3	72	0	0
29-Aug-00	0	5	10	20	5	4	10	0	24	3	72	0	0
30-Aug-00	0	5	12	19	6	5	10	1	21	4	72	0	0
31-Aug-00	0	5	17	18	5	5	10	1	19	4	72	0	0

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
01-Sep-00	0	5	22	21	4	4	12	1	17	3	73	0	0
02-Sep-00	0	5	23	21	4	5	10	1	16	4	73	0	0
03-Sep-00	0	5	24	19	6	6	12	1	10	5	73	0	0
04-Sep-00	0	5	21	21	6	7	11	1	6	3	73	0	0
05-Sep-00	0	5	21	22	7	8	11	0	2	3	73	0	0
06-Sep-00	0	5	20	24	10	6	14	0	1	3	73	0	0
07-Sep-00	0	5	20	23	11	5	11	1	1	3	73	0	0
08-Sep-00	0	5	23	25	12	4	10	1	1	3	73	0	0
09-Sep-00	0	5	23	23	10	6	7	2	1	3	73	0	0
10-Sep-00	0	5	22	21	10	5	8	2	1	3	73	0	0
11-Sep-00	0	5	19	19	10	5	12	3	0	3	73	0	0
12-Sep-00	0	5	18	17	10	5	11	3	0	3	73	0	0
13-Sep-00	0	5	22	18	10	3	10	3	0	3	73	0	0
14-Sep-00	0	5	18	20	11	2	12	3	0	3	73	0	0
15-Sep-00	0	5	15	21	10	1	9	3	0	3	73	0	0
16-Sep-00	0	5	9	24	8	3	8	3	0	3	73	0	0
17-Sep-00	0	5	12	22	8	4	15	3	0	4	73	0	0
18-Sep-00	0	5	7	22	9	5	17	2	0	5	73	0	0
19-Sep-00	0	5	6	21	10	5	18	2	0	4	73	0	0
20-Sep-00	0	5	5	21	12	5	16	2	0	7	70	0	0
21-Sep-00	0	5	3	19	10	6	15	0	0	5	70	0	0
22-Sep-00	0	5	3	22	10	7	13	0	0	5	70	0	0
23-Sep-00	0	5	3	19	8	10	12	1	0	4	70	0	0
24-Sep-00	0	5	7	20	8	12	11	2	0	5	70	0	0
25-Sep-00	0	5	10	21	9	10	8	5	0	7	70	0	0
26-Sep-00	0	5	8	20	10	9	9	4	0	10	70	0	0
27-Sep-00	0	5	9	19	10	7	9	5	0	7	70	0	0
28-Sep-00	0	5	9	20	9	6	10	4	0	5	70	0	0
29-Sep-00	0	5	8	22	10	4	7	4	0	3	70	0	0
30-Sep-00	0	5	7	23	8	3	10	3	0	3	70	0	0
01-Oct-00	0	5	12	20	11	3	10	1	0	4	72	0	0
02-Oct-00	0	5	12	22	10	4	7	1	0	4	72	0	0
03-Oct-00	0	5	16	22	7	4	7	1	0	4	72	0	0
04-Oct-00	0	6	13	21	9	4	5	1	0	5	72	0	0
05-Oct-00	0	5	15	18	8	3	7	0	0	5	72	0	0
06-Oct-00	0	5	14	20	12	3	7	0	0	4	72	0	0
07-Oct-00	0	5	13	18	12	1	8	3	0	4	72	0	0
08-Oct-00	0	5	10	16	12	2	7	2	0	4	72	0	0
09-Oct-00	0	6	11	19	12	3	8	2	3	4	72	0	0
10-Oct-00	0	5	10	16	9	4	12	2	4	6	75	0	0
11-Oct-00	0	7	9	15	10	4	12	2	2	13	75	0	0
12-Oct-00	0	9	8	16	9	4	13	5	2	13	75	0	0
13-Oct-00	0	11	9	20	10	3	16	2	2	13	75	0	0
14-Oct-00	0	11	7	22	11	1	16	2	3	13	75	0	0

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
15-Oct-00	0	11	5	22	14	1	12	2	4	13	75	0	0
16-Oct-00	0	12	2	19	14	3	14	1	4	11	75	0	0
17-Oct-00	0	10	2	17	13	6	13	2	9	10	75	0	0
18-Oct-00	0	10	2	17	12	6	11	2	10	7	75	0	0
19-Oct-00	0	9	4	19	12	3	14	3	8	7	75	0	0
20-Oct-00	0	9	5	23	10	2	15	3	7	7	75	0	0
21-Oct-00	0	8	2	21	11	2	12	3	6	8	75	0	0
22-Oct-00	0	5	2	22	10	1	11	2	0	6	75	0	0
23-Oct-00	0	5	2	22	12	4	10	3	0	6	75	0	0
24-Oct-00	0	5	2	20	11	3	9	4	0	5	75	0	0
25-Oct-00	0	5	5	19	10	3	11	3	0	8	75	0	0
26-Oct-00	0	5	6	19	10	6	11	3	0	6	75	0	0
27-Oct-00	0	5	4	23	9	6	12	3	0	5	75	0	0
28-Oct-00	0	5	4	21	8	3	13	3	0	4	75	0	0
29-Oct-00	0	5	4	18	8	3	13	3	0	4	75	0	0
30-Oct-00	0	5	3	20	7	4	14	2	0	7	75	0	0
31-Oct-00	0	5	3	20	4	5	14	2	5	7	75	0	0
01-Nov-00	0	5	5	18	4	3	11	3	11	10	73	0	0
02-Nov-00	0	5	5	17	4	3	11	3	15	11	71	0	0
03-Nov-00	0	5	5	19	4	3	10	2	16	10	71	0	0
04-Nov-00	0	5	5	20	4	4	11	1	17	12	71	0	0
05-Nov-00	0	5	4	21	4	3	11	0	16	11	71	0	0
06-Nov-00	0	5	4	19	6	4	14	1	16	12	71	0	0
07-Nov-00	0	5	3	23	5	4	13	0	14	10	71	0	0
08-Nov-00	0	5	4	19	4	5	14	0	15	4	71	0	0
09-Nov-00	0	5	5	19	4	6	14	0	15	3	71	0	0
10-Nov-00	0	5	5	22	4	6	12	0	16	1	71	0	0
11-Nov-00	0	5	4	22	4	5	15	0	21	0	71	0	0
12-Nov-00	0	5	5	23	4	5	14	1	20	0	71	0	0
13-Nov-00	0	5	5	23	5	4	10	1	19	0	71	0	0
14-Nov-00	0	5	4	23	6	3	11	2	19	0	71	0	0
15-Nov-00	0	5	2	24	5	3	12	3	22	0	69	0	0
16-Nov-00	0	5	2	21	7	3	11	3	22	0	67	0	0
17-Nov-00	0	5	1	22	8	2	11	1	21	1	67	0	0
18-Nov-00	0	5	3	22	7	2	10	0	21	1	67	0	0
19-Nov-00	0	5	2	18	6	2	6	0	19	1	67	0	0
20-Nov-00	0	5	3	24	6	3	9	1	25	0	67	0	0
21-Nov-00	0	5	3	20	3	2	11	1	23	0	68	0	0
22-Nov-00	0	5	4	21	2	3	12	1	23	0	68	0	0
23-Nov-00	0	5	3	17	1	2	10	0	12	0	68	0	0
24-Nov-00	0	5	2	15	3	2	5	0	8	0	68	0	0
25-Nov-00	0	5	4	19	4	1	5	0	4	0	68	0	0
26-Nov-00	0	5	7	19	5	1	4	0	1	0	68	0	0
27-Nov-00	0	5	16	20	5	1	4	0	1	0	68	0	0

AMC Categories	OTHER	ALERT	CONTINGENCY	CHANNEL 1B3	CHANNEL 3A3	EXERCISE	SAAM PRI 1/2	SAAM PRI 3/4	OCONUS	BANNER/ SILVER	CONTRACT	JA/ATT	TRAINING
28-Nov-00	0	5	18	16	3	1	5	0	1	0	68	0	0
29-Nov-00	0	5	20	16	3	1	8	1	1	0	68	0	0
30-Nov-00	0	5	25	15	2	1	9	1	2	0	68	0	0
01-Dec-00	0	5	25	19	3	0	12	1	2	0	71	0	0
02-Dec-00	0	6	25	23	3	0	11	1	2	0	71	0	0
03-Dec-00	0	6	25	22	4	0	7	1	4	0	71	0	0
04-Dec-00	0	6	21	22	5	0	6	1	5	0	71	0	0
05-Dec-00	0	6	19	22	5	0	6	0	3	0	71	0	0
06-Dec-00	0	6	16	21	4	0	8	0	5	1	71	0	0
07-Dec-00	0	6	14	23	6	0	8	0	6	1	71	0	0
08-Dec-00	0	6	14	21	7	0	9	0	6	1	71	0	0
09-Dec-00	0	6	19	23	7	0	7	0	9	1	71	0	0
10-Dec-00	0	6	22	24	7	0	4	0	10	1	71	0	0
11-Dec-00	0	6	23	23	10	0	7	0	8	0	71	0	0
12-Dec-00	0	6	24	24	10	0	7	1	7	0	71	0	0
13-Dec-00	0	6	21	24	10	0	5	2	8	0	71	0	0
14-Dec-00	0	6	18	21	9	0	3	3	9	0	71	0	0
15-Dec-00	0	6	19	22	11	0	6	3	13	0	71	0	0
16-Dec-00	0	6	20	23	10	0	6	2	9	0	71	0	0
17-Dec-00	0	6	19	22	13	0	5	3	6	1	71	0	0
18-Dec-00	0	6	20	20	14	0	6	0	2	2	71	0	0
19-Dec-00	0	5	16	22	12	0	6	0	2	2	71	0	0
20-Dec-00	0	5	13	21	10	0	6	0	2	3	71	0	0
21-Dec-00	0	5	9	20	8	0	6	0	0	0	71	0	0
22-Dec-00	0	5	2	17	7	0	2	0	0	1	71	0	0
23-Dec-00	0	5	2	14	4	0	0	0	0	1	71	0	0
24-Dec-00	0	5	3	10	2	0	0	0	0	1	71	0	0
25-Dec-00	0	5	2	6	0	0	0	0	0	1	71	0	0
26-Dec-00	0	5	2	10	1	0	1	0	0	2	71	0	0
27-Dec-00	0	5	2	18	4	0	1	1	0	1	71	0	0
28-Dec-00	0	5	0	19	6	0	0	1	0	0	71	0	0
29-Dec-00	0	5	0	21	7	0	0	1	0	0	71	0	0
30-Dec-00	0	5	0	19	6	0	0	1	0	0	71	0	0
31-Dec-00	0	7	0	15	5	0	0	0	0	0	71	0	0

Appendix D: AMC Delays and Regrets from 1 Jan 99 to 31 Dec 00

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
31-Jan-99	29-Jan-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
30-Jan-99	29-Jan-99	PACOM	3A3	R	ACOM	Aircraft used for higher priority mission
30-Jan-99	27-Jan-99	CENTCOM	3A3	R	CENTCOM	Aircraft used to support PHOENIX VENUS mission
30-Jan-99	28-Jan-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
30-Jan-99	27-Jan-99	EUCOM	3A3	R	EUCOM	Aircraft used to support PHOENIX VENUS mission
29-Jan-99	28-Jan-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
29-Jan-99	27-Jan-99	PACOM	3A3	D	PACOM	No aircraft available due to overcommitment
28-Jan-99	27-Jan-99	BOEING	2A2	D	ACOM	No aircraft available due to overcommitment
28-Jan-99	27-Jan-99	ACC	2A3	R	ACOM	No aircraft available due to overcommitment
28-Jan-99	22-Jan-99	AFSOC	4B3	R	ACOM	No aircraft available due to overcommitment
28-Jan-99	25-Jan-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
27-Jan-99	26-Jan-99	US Navy	1B3	R	CENTCOM	No Dover aircraft available (74% committed)
27-Jan-99	26-Jan-99	EUCOM	1B3	D	EUCOM	No aircrew available
27-Jan-99	26-Jan-99	EUCOM	2B1	D	EUCOM	No Dover aircraft available (74% committed)
27-Jan-99	25-Jan-99	EUCOM	2B1	D	EUCOM	No KDOV aircraft available (68% committed)
27-Jan-99	25-Jan-99	EUCOM	2B1	D	EUCOM	No KDOV aircraft available (68% committed)
27-Jan-99	25-Jan-99	EUCOM	3A3	D	EUCOM	Aircrew used for higher priority mission
27-Jan-99	24-Jan-99	AMC	2B3	R	EUCOM	Aircraft used for higher priority mission
27-Jan-99	22-Jan-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
27-Jan-99	22-Jan-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
26-Jan-99	25-Jan-99	US Marines	3A2	R	ACOM	No aircraft available due to overcommitment
26-Jan-99	25-Jan-99	EUCOM	2B1	D	EUCOM	No aircraft available due to overcommitment
26-Jan-99	25-Jan-99	EUCOM	2B1	D	EUCOM	No aircraft available due to overcommitment
26-Jan-99	25-Jan-99	EUCOM	1B3	R	EUCOM	No KCHS aircraft available (83% committed)
26-Jan-99	21-Jan-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
26-Jan-99	22-Jan-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
25-Jan-99	15-Jan-99	ACC	3A2	R	ACOM	Aircraft used for higher priority mission
25-Jan-99	15-Jan-99	ACC	3A2	R	ACOM	Aircraft used for higher priority mission
25-Jan-99	22-Jan-99	EUCOM	3A3	D	EUCOM	Aircrew used for higher priority mission
25-Jan-99	22-Jan-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
24-Jan-99	22-Jan-99	WHMO	1A1	Cnx	ACOM	User cancelled
24-Jan-99	19-Jan-99	ACC	3B2	R	PACOM	No aircraft available due to overcommitment
24-Jan-99	19-Jan-99	ACC	3B2	R	PACOM	No aircraft available due to overcommitment
24-Jan-99	21-Jan-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
23-Jan-99	20-Jan-99	USAFE	3A2	D	ACOM	No aircraft available due to overcommitment
23-Jan-99	22-Jan-99	XOOS	2A1	R	ACOM	No aircraft available due to overcommitment
23-Jan-99	22-Jan-99	EUCOM	1B3	D	CENTCOM	No aircraft available due to previous delays
23-Jan-99	22-Jan-99	US Army	1B1	D	CENTCOM	No aircraft available due to overcommitment
23-Jan-99	22-Jan-99	EUCOM	3A3	D	EUCOM	Aircrew used for higher priority mission
23-Jan-99	19-Jan-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
23-Jan-99	20-Jan-99	Army	1B1	D	SOUTHCOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
22-Jan-99	20-Jan-99	AMC	5A1	R	ACOM	No aircraft available due to maintenance availability
22-Jan-99	20-Jan-99	CENTCOM	1B1	D	CENTCOM	No aircrew available
22-Jan-99	22-Jan-99	EUCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
22-Jan-99	19-Jan-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
21-Jan-99	19-Jan-99	AMC	5A1	R	ACOM	No aircraft available due to maintenance availability
21-Jan-99	20-Jan-99	AMC	5A1	R	ACOM	No aircraft available due to maintenance availability
21-Jan-99	20-Jan-99	AMC	5A1	R	ACOM	No aircraft available due to maintenance availability
21-Jan-99	22-Jan-99	EUCOM	1B3	D	CENTCOM	Maintenance delay
21-Jan-99	20-Jan-99	AFRC	1B1	D	CENTCOM	No aircrew available
21-Jan-99	19-Jan-99	CINCLANTFLT/EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
21-Jan-99	19-Jan-99	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
21-Jan-99	19-Jan-99	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
21-Jan-99	19-Jan-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
20-Jan-99	20-Jan-99	AMC	5A1	R	ACOM	No aircraft available due to maintenance availability
20-Jan-99	19-Jan-99	ACC	4A1	R	ACOM	No aircrew available due to memorial ceremony
20-Jan-99	22-Jan-99	EUCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
20-Jan-99	19-Jan-99	EUCOM	1B3	R	EUCOM	Aircrew used for higher priority mission
20-Jan-99	18-Jan-99	EUCOM	3A3	R	EUCOM	Aircrew used for higher priority mission
19-Jan-99	15-Jan-99	ACC	3A2	R	ACOM	Aircraft used for higher priority mission
19-Jan-99	15-Jan-99	ACC	3A2	R	ACOM	Aircraft used for higher priority mission
19-Jan-99	14-Jan-99	PACOM	3A3	Cnx	PACOM	User cancelled
19-Jan-99	14-Jan-99	PACOM	3A3	Cnx	PACOM	User cancelled
19-Jan-99	14-Jan-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
19-Jan-99	20-Jan-99	SOUTHCOM	1B3	R	SOUTHCOM	No aircrew available due to lack of qualified ACs
18-Jan-99	15-Jan-99	ACC	4A1	R	ACOM	Aircraft used for higher priority mission
18-Jan-99	15-Jan-99	CENTCOM	3A3	R	CENTCOM	No aircraft available due to overcommitment
18-Jan-99	13-Jan-99	PACOM	3A2	R	PACOM	No aircraft available due to overcommitment
17-Jan-99	15-Jan-99	CINCCENT	1B3	R	CENTCOM	Aircrew used for higher priority mission
17-Jan-99	15-Jan-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
16-Jan-99	15-Jan-99	EUCOM	2B1	R	EUCOM	Aircraft used for higher priority mission
14-Jan-99	14-Jan-99	AMC	5A1	R	ACOM	No aircraft available due to maintenance availability
14-Jan-99	13-Jan-99	CENTCOM	1B3	R	CENTCOM	Aircrew used for higher priority mission
14-Jan-99	13-Jan-99	EUCOM	3A3	D	EUCOM	Aircraft used for higher priority mission
14-Jan-99	12-Jan-99	PACOM	3A3	Cnx	PACOM	User cancelled
13-Jan-99	13-Jan-99	AMC	4A1	R	ACOM	No aircraft available due to maintenance availability
12-Jan-99	12-Jan-99	AMC	4A1	R	ACOM	No aircraft available due to maintenance availability
12-Jan-99	12-Jan-99	AMC	4A1	R	ACOM	No aircraft available due to maintenance availability
12-Jan-99	11-Jan-99	EUCOM	3A3	Cnx	EUCOM	User cancelled
12-Jan-99	11-Jan-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
12-Jan-99	11-Jan-99	PACOM	3A3	D	PACOM	No aircrew available
11-Jan-99	11-Jan-99	AMC	4A1	R	ACOM	No aircraft available due to maintenance availability
11-Jan-99	11-Jan-99	AMC	4A1	R	ACOM	No aircraft available due to maintenance availability
11-Jan-99	08-Jan-99	AFSPC	3A1	R	ACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
09-Jan-99	06-Jan-99	EUCOM	3A3	D	EUCOM	Aircrew used for higher priority mission
09-Jan-99	07-Jan-99	EUCOM	3A3	D	EUCOM	No aircraft available due to mx
06-Jan-99	05-Jan-99	AMC	4A1	R	ACOM	No aircraft available due to maintenance availability
06-Jan-99	05-Jan-99	US Army	N/A	R	ACOM	No aircrew available due to XOOS Charlie
06-Jan-99	04-Jan-99	US Army	1B1	D	SOUTHCOM	Aircrew used for higher priority mission
05-Jan-99	31-Dec-98	ACC	4B3	R	SOUTHCOM	No aircraft available due to overcommitment
04-Jan-99	31-Dec-98	ACC	4B3	R	ACOM	No aircraft available due to overcommitment
04-Jan-99	03-Jan-99	CENTCOM	1B1	D	CENTCOM	No aircraft available due to overcommitment
04-Jan-99	03-Jan-99	CENTCOM	1B1	D	CENTCOM	No aircraft available due to overcommitment
03-Jan-99	31-Dec-98	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
28-Feb-99	23-Feb-99	US Navy	2C3	R	ACOM	No aircraft available due to overcommitment
27-Feb-99	25-Feb-99	US Navy	1B3	R	EUCOM	No aircraft available due to overcommitment
26-Feb-99	18-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
26-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
26-Feb-99	24-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	25-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	25-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	25-Feb-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	24-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	24-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	24-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	18-Feb-99	AMC	3B1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	18-Feb-99	AFSOC	3B1	R	ACOM	No aircraft available due to overcommitment
25-Feb-99	22-Feb-99	ACC	3A2	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	23-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	23-Feb-99	US Navy	4A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	19-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	23-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	22-Feb-99	ACC	5A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	24-Feb-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	24-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	24-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	24-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	18-Feb-99	AFSOC	3B1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	23-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	23-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	22-Feb-99	AMC	3B1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	23-Feb-99	AMC	3B1	R	ACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
23-Feb-99	23-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	23-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	22-Feb-99	ACC	2A3	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	18-Feb-99	AMC	3B1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	18-Feb-99	AFSOC	3B1	R	ACOM	No aircraft available due to overcommitment
23-Feb-99	19-Feb-99	AFSOC	2A2	R	PACOM	No aircrew available due to overcommitment
22-Feb-99	22-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	22-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	19-Feb-99	US Navy	3B1	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	22-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	19-Feb-99	ACC	5A1	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	22-Feb-99	AMC	5A1	R	ACOM	No aircrew available due to overcommitment
22-Feb-99	18-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	19-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	18-Feb-99	AFSOC	3B1	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	18-Feb-99	AMC	3A2	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	18-Feb-99	AMC	3A2	R	ACOM	No aircraft available due to overcommitment
22-Feb-99	18-Feb-99	ACC	2A3	R	ACOM	No aircrew available due to overcommitment
22-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
21-Feb-99	20-Feb-99	AMC	2B2	R	ACOM	No aircraft available due to overcommitment
21-Feb-99	18-Feb-99	US Navy	2A2	R	ACOM	No aircraft available due to overcommitment
20-Feb-99	19-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
20-Feb-99	19-Feb-99	US Navy	2B2	R	ACOM	No aircrew available due to overcommitment
20-Feb-99	19-Feb-99	US Navy	2B2	R	ACOM	No aircrew available due to overcommitment
20-Feb-99	19-Feb-99	US Navy	2C1	R	ACOM	No aircrew available due to overcommitment
20-Feb-99	19-Feb-99	US Navy	2C1	R	ACOM	No aircrew available due to overcommitment
20-Feb-99	19-Feb-99	US Navy	2C1	R	ACOM	No aircrew available due to overcommitment
20-Feb-99	19-Feb-99	US Navy	2C1	R	ACOM	No aircrew available due to overcommitment
20-Feb-99	18-Feb-99	ACC	2C2	R	ACOM	No aircrew available due to overcommitment
20-Feb-99	18-Feb-99	AMC	1B3	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	19-Feb-99	ACC	5A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	19-Feb-99	ACC	5A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	19-Feb-99	US Navy	5A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	19-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	19-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	19-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	19-Feb-99	AMC	3A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	18-Feb-99	AMC	5A1	R	ACOM	No aircrew available due to overcommitment
19-Feb-99	19-Feb-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
19-Feb-99	18-Feb-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
19-Feb-99	18-Feb-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
19-Feb-99	19-Feb-99	ACC	2C2	R	ACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
19-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	Aircraft used for higher priority mission
19-Feb-99	18-Feb-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	18-Feb-99	ACC	5A1	R	ACOM	Aircraft used for higher priority mission
19-Feb-99	18-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
19-Feb-99	18-Feb-99	ACC	3B1	R	ACOM	Aircraft used for higher priority mission
19-Feb-99	16-Feb-99	US Army	3A2	R	ACOM	Aircraft used for inside training fence AMC/DO requirement for CAPSTONE support mission
19-Feb-99	16-Feb-99	US Army	3A2	R	ACOM	Aircraft used for inside training fence AMC/DO requirement for CAPSTONE support mission
18-Feb-99	16-Feb-99	AOS	2A3	D	ACOM	McGuire overcommitmented as a result of late delivery of depot MX Aircraft
18-Feb-99	19-Feb-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
18-Feb-99	18-Feb-99	ACC	5A1	R	ACOM	No aircrew available due to overcommitment
18-Feb-99	18-Feb-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
18-Feb-99	16-Feb-99	AOS	2A3	D	EUCOM	McGuire overcommitmented as a result of late delivery of depot MX Aircraft
17-Feb-99	18-Feb-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
16-Feb-99	16-Feb-99	US Army	3A2	R	ACOM	Aircraft used for inside training fence AMC/DO requirement for CAPSTONE support mission
16-Feb-99	09-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
15-Feb-99	09-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
15-Feb-99	09-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
15-Feb-99	12-Feb-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
14-Feb-99	09-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
13-Feb-99	04-Feb-99	US Marines	3B1	R	ACOM	No aircraft available due to overcommitment
13-Feb-99	12-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
13-Feb-99	09-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
10-Feb-99	09-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
09-Feb-99	09-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
09-Feb-99	03-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
25-Feb-99	24-Feb-99	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
24-Feb-99	24-Feb-99	CENTCOM	1B3	D	CENTCOM	Aircraft used for higher priority mission
22-Feb-99	22-Feb-99	EUCOM	1B3	Cnx	EUCOM	Aircraft used for higher priority mission
20-Feb-99	20-Feb-99	EUCOM	1B3	Cnx	EUCOM	Aircraft used for higher priority mission
19-Feb-99	20-Feb-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
18-Feb-99	17-Feb-99	CENTCOM	1B3	R	CENTCOM	Aircraft used to support Cairo rations mission
17-Feb-99	16-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
12-Feb-99	11-Feb-99	EUCOM	1B3	D	EUCOM	Due to closure at Incirlik causing arrival at Ramstein after ops hrs
11-Feb-99	12-Feb-99	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
10-Feb-99	10-Feb-99	CENTCOM	1B3	D	CENTCOM	No aircraft available
06-Feb-99	08-Feb-99	CENTCOM	1B3	R	CENTCOM	Aircrew/acft used for higher priority mission
05-Feb-99	05-Feb-99	EUCOM	1B3	R	EUCOM	No aircraft available due to mx
02-Feb-99	01-Feb-99	CINCEUR	1B3	D	EUCOM	No aircraft available

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
28-Feb-99	22-Feb-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
27-Feb-99	22-Feb-99	ACC	3A2	R	PACOM	No McChord aircraft available
26-Feb-99	22-Feb-99	XOOS	2A1	R	ACOM	No McChord aircraft available
26-Feb-99	10-Feb-99	SOUTHCOM	2B2	Cnx	SOUTHCOM	User cancelled
25-Feb-99	22-Feb-99	AMC	1A1	Cnx	ACOM	User cancelled
25-Feb-99	22-Feb-99	ACC	3A2	R	PACOM	No McChord aircraft available
25-Feb-99	22-Feb-99	PACOM	3A3	R	PACOM	No Travis aircraft available
24-Feb-99	19-Feb-99	US Marines	2B2	R	ACOM	No aircraft available due to overcommitment
24-Feb-99	22-Feb-99	SOUTHCOM	2B2	R	SOUTHCOM	No aircraft available due to overcommitment
23-Feb-99	22-Feb-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
23-Feb-99	19-Feb-99	SOUTHCOM	1B1	R	SOUTHCOM	No aircraft available due to overcommitment
20-Feb-99	19-Feb-99	US Marines	2B2	R	ACOM	No aircraft available due to overcommitment
20-Feb-99	11-Feb-99	AFMC	4B2	Cnx	EUCOM	User cancelled
20-Feb-99	19-Feb-99	SOUTHCOM	1B1	R	SOUTHCOM	No aircraft available due to overcommitment
19-Feb-99	16-Feb-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
18-Feb-99	16-Feb-99	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
18-Feb-99	16-Feb-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
17-Feb-99	16-Feb-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
14-Feb-99	08-Feb-99	US Army	3A2	R	ACOM	No aircraft available due to overcommitment from in-system delays
13-Feb-99	11-Feb-99	CENTCOM	1B3	R	CENTCOM	No KTCM aircrew available (69% committed)
12-Feb-99	08-Feb-99	US Army	3A2	R	ACOM	No aircraft available due to overcommitment from in-system delays
12-Feb-99	10-Feb-99	SOUTHCOM	2B2	Cnx	SOUTHCOM	User cancelled
11-Feb-99	08-Feb-99	US Army	3A2	R	ACOM	No aircraft available due to overcommitment from in-system delays
10-Feb-99	08-Feb-99	PACOM	3A3	R	PACOM	No aircrew available due to higher priority committments
09-Feb-99	08-Feb-99	US Army	3A2	R	ACOM	No aircraft available due to overcommitment from in-system delays
09-Feb-99	08-Feb-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment from in-system delays
09-Feb-99	05-Feb-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment from in-system delays
08-Feb-99	03-Feb-99	US Army	3A2	Cnx	ACOM	User cancelled
08-Feb-99	08-Feb-99	US Army	2B2	D	SOUTHCOM	No aircraft available due to overcommitment from in-system delays
06-Feb-99	05-Feb-99	PACOM	3A3	R	PACOM	Aircrew used for higher priority mission
05-Feb-99	01-Feb-99	XOOS	2A1	Cnx	ACOM	User cancelled
05-Feb-99	03-Feb-99	EUCOM	2B1	D	EUCOM	No aircraft available due to overcommitment
05-Feb-99	03-Feb-99	EUCOM	2B1	D	EUCOM	No aircraft available due to overcommitment
05-Feb-99	03-Feb-99	EUCOM	3A2	D	EUCOM	No aircraft available due to overcommitment
05-Feb-99	03-Feb-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
04-Feb-99	03-Feb-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
03-Feb-99	02-Feb-99	US Navy	3A2	D	ACOM	No aircraft available due to overcommitment
03-Feb-99	02-Feb-99	EUCOM	3A3	D	EUCOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
03-Feb-99	02-Feb-99	US Navy	3A2	D	SOUTHCOM	No aircraft available due to overcommitment
28-Feb-99	26-Feb-99	Army	2B1	D	EUCOM	No aircrew available due to higher priority missions
28-Feb-99	26-Feb-99	WHMO	1A1	Cnx	SOUTHCOM	User cancelled
27-Feb-99	22-Feb-99	EUCOM	2B2	R	EUCOM	No aircraft available due to overcommitment
27-Feb-99	26-Feb-99	AFMC	1A3	Cnx	PACOM	User cancelled
26-Feb-99	23-Feb-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
26-Feb-99	24-Feb-99	SOUTHCOM	1B3	Cnx	SOUTHCOM	User cancelled
25-Feb-99	22-Feb-99	EUCOM	3A2	R	EUCOM	Aircraft used for higher priority mission
24-Feb-99	22-Feb-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
24-Feb-99	22-Feb-99	EUCOM	2B2	R	EUCOM	Aircraft used for higher priority mission
24-Feb-99	23-Feb-99	SOUTHCOM	1B3	R	SOUTHCOM	Aircraft used for higher priority mission
22-Feb-99	23-Feb-99	EUCOM	3A3	R	EUCOM	No aircrew available due to overcommitment
21-Feb-99	19-Feb-99	SOUTHCOM	1B1	R	SOUTHCOM	Aircraft used for higher priority mission
20-Feb-99	16-Feb-99	EUCOM	2B2	D	EUCOM	No aircraft available due to overcommitment
19-Feb-99	10-Feb-99	US Navy	3A3	D	ACOM	Unit request to complete required training enroute.
19-Feb-99	16-Feb-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
19-Feb-99	18-Feb-99	PACOM	1B1	R	PACOM	Aircraft used for higher priority mission
19-Feb-99	18-Feb-99	ACOM	3A3	D	SOUTHCOM	Aircraft used for higher priority mission
19-Feb-99	18-Feb-99	SOUTHCOM	1B1	R	SOUTHCOM	Aircraft used for higher priority mission
19-Feb-99	18-Feb-99	SOUTHCOM	1B1	R	SOUTHCOM	Aircraft used for higher priority mission
18-Feb-99	18-Feb-99	ACC	2A1	R	ACOM	No aircraft available due to overcommitment
18-Feb-99	16-Feb-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
18-Feb-99	08-Feb-99	WHMO	1A1	Cnx	EUCOM	User cancelled
17-Feb-99	16-Feb-99	EUCOM	2B2	R	EUCOM	No aircraft available due to overcommitment
13-Feb-99	11-Feb-99	EUCOM	3A3	D	EUCOM	No aircraft available due to missions in delay.
13-Feb-99	11-Feb-99	EUCOM	3A3	R	EUCOM	No aircraft available due to missions in delay.
13-Feb-99	12-Feb-99	PACOM	3A3	D	PACOM	No aircraft available due to overcommitment
13-Feb-99	09-Feb-99	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
12-Feb-99	11-Feb-99	SOUTHCOM	2B2	D	SOUTHCOM	No aircraft available due to missions in delay.
11-Feb-99	10-Feb-99	EUCOM	3A3	R	EUCOM	No aircraft available due to missions in delay.
11-Feb-99	09-Feb-99	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
11-Feb-99	10-Feb-99	SOUTHCOM	1B1	D	SOUTHCOM	No aircraft available due to missions in delay.
11-Feb-99	10-Feb-99	SOUTHCOM	1B1	D	SOUTHCOM	No aircrew available due to missions in delay.
10-Feb-99	08-Feb-99	US Navy	3A3	D	CENTCOM	No aircraft available due to missions in delay.
10-Feb-99	05-Feb-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
10-Feb-99	08-Feb-99	EUCOM	3A3	D	EUCOM	No aircraft available due to missions in delay.
10-Feb-99	08-Feb-99	ACOM	1B1	D	SOUTHCOM	No aircrew available due to qualification requirements.
09-Feb-99	08-Feb-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to mission delays.
09-Feb-99	08-Feb-99	SOUTHCOM	1B1	D	SOUTHCOM	No aircraft available due to missions in delay.
08-Feb-99	08-Feb-99	ACOM	3A3	D	ACOM	No aircraft available due to overcommitment
06-Feb-99	04-Feb-99	EUCOM	3A3	D	EUCOM	No aircraft available due to overcommitment
05-Feb-99	01-Feb-99	US Marines	2B1	Cnx	EUCOM	User cancelled
04-Feb-99	02-Feb-99	CENTCOM	1B1	D	CENTCOM	No aircraft available due to mission delays.

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
03-Feb-99	02-Feb-99	CENTCOM	1B1	D	CENTCOM	No aircraft available due to mission delays.
03-Feb-99	03-Feb-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to mission delays.
03-Feb-99	01-Feb-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
02-Feb-99	02-Feb-99	EUCOM	3A3	R	CENTCOM	No aircraft available due to previous mission delays
02-Feb-99	01-Feb-99	ACOM	1B1	D	SOUTHCOM	No aircraft available due to overcommitment
02-Feb-99	02-Feb-99	SOUTHCOM	1B3	R	SOUTHCOM	No aircraft available due to mission delays.
31-Mar-99	30-Mar-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
31-Mar-99	26-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
31-Mar-99	26-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
31-Mar-99	29-Mar-99	Army	N/A	R	ACOM	Aircraft used for higher priority mission
31-Mar-99	29-Mar-99	CENTCOM	1B3	D	CENTCOM	Aircraft used for higher priority mission
31-Mar-99	17-Mar-99	EUCOM	3A3	Cnx	EUCOM	User cancelled
31-Mar-99	31-Mar-99	ACC	3B1	R	EUCOM	No aircraft available due to overcommitment
31-Mar-99	29-Mar-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
30-Mar-99	29-Mar-99	Army	N/A	R	ACOM	Aircraft used for higher priority mission
30-Mar-99	26-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
30-Mar-99	23-Mar-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment
30-Mar-99	23-Mar-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment
30-Mar-99	29-Mar-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
30-Mar-99	29-Mar-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
29-Mar-99	29-Mar-99	Army	N/A	R	ACOM	Aircraft used for higher priority mission
29-Mar-99	23-Mar-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
29-Mar-99	23-Mar-99	AMC	5A1	R	ACOM	No aircraft available due to overcommitment
29-Mar-99	23-Mar-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment
29-Mar-99	15-Mar-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
28-Mar-99	24-Mar-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment
28-Mar-99	27-Mar-99	Army	2B2	R	CENTCOM	Aircraft/aircrew used for higher priority mission
28-Mar-99	23-Mar-99	EUCOM	1B3	D	EUCOM	No aircraft available due to overcommitment
28-Mar-99	27-Mar-99	Army	2B2	R	EUCOM	Aircraft/aircrew used for higher priority mission
28-Mar-99	23-Mar-99	PACOM	2B2	D	PACOM	No aircraft available due to overcommitment
28-Mar-99	23-Mar-99	PACOM	3A3	D	PACOM	No aircraft available due to overcommitment
27-Mar-99	24-Mar-99	WHMO	1A1	Cnx	ACOM	User cancelled
27-Mar-99	23-Mar-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment
27-Mar-99	26-Mar-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
26-Mar-99	25-Mar-99	ACC	2B2	R	ACOM	No aircraft available due to overcommitment
26-Mar-99	18-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
25-Mar-99	24-Mar-99	WHMO	1A1	Cnx	ACOM	User cancelled
25-Mar-99	18-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
25-Mar-99	23-Mar-99	CINCEUR	3A3	R	EUCOM	Aircrew used for higher priority mission
25-Mar-99	22-Mar-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
25-Mar-99	22-Mar-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
25-Mar-99	19-Mar-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
24-Mar-99	23-Mar-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
24-Mar-99	22-Mar-99	CENTCOM	1B1	Cnx	CENTCOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
23-Mar-99	18-Mar-99	US Navy	2B2	R	ACOM	No aircraft available due to overcommitment
23-Mar-99	18-Mar-99	ACC	2A3	R	ACOM	No aircraft available due to overcommitment
23-Mar-99	22-Mar-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to overcommitment
23-Mar-99	17-Mar-99	EUCOM	2B1	Cnx	EUCOM	User cancelled
23-Mar-99	23-Mar-99	PACOM	3A3	D	PACOM	No aircrew available
23-Mar-99	19-Mar-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
23-Mar-99	22-Mar-99	SOUTHCOM	3A3	R	SOUTHCOM	No aircraft available due to overcommitment
22-Mar-99	22-Mar-99	XOOS	2A1	D	ACOM	No aircrew available due to error in crew tasking
22-Mar-99	18-Mar-99	US Navy	2B2	R	ACOM	No aircraft available due to overcommitment
22-Mar-99	19-Mar-99	Navy	2B2	D	EUCOM	Aircraft used for higher priority mission
22-Mar-99	22-Mar-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
22-Mar-99	19-Mar-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
22-Mar-99	19-Mar-99	SPACECOM	1B3	D	SOUTHCOM	Aircraft used for higher priority mission
22-Mar-99	22-Mar-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
22-Mar-99	12-Mar-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
21-Mar-99	19-Mar-99	NASA	3A2	Cnx	ACOM	Aircraft used for higher priority mission
21-Mar-99	19-Mar-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
21-Mar-99	18-Mar-99	PACOM	3A3	R	PACOM	No aircrew available
20-Mar-99	18-Mar-99	AOS	2A3	R	PACOM	Aircraft used for higher priority mission
20-Mar-99	18-Mar-99	AOS	2A3	R	PACOM	Aircraft used for higher priority mission
20-Mar-99	18-Mar-99	AOS	2A3	R	PACOM	Aircraft used for higher priority mission
20-Mar-99	18-Mar-99	AOS	2A3	R	PACOM	Aircraft used for higher priority mission
20-Mar-99	18-Mar-99	PACOM	2B1	R	PACOM	Aircraft used for higher priority mission
19-Mar-99	16-Mar-99	EUCOM	1B3	D	EUCOM	Aircrew used for higher priority mission
19-Mar-99	15-Mar-99	PACOM	3A3	Cnx	PACOM	User cancelled
18-Mar-99	17-Mar-99	ACC	2C2	R	ACOM	No aircraft available due to overcommitment
18-Mar-99	17-Mar-99	ACC	2C2	R	ACOM	No aircraft available due to overcommitment
18-Mar-99	17-Mar-99	ACC	2C2	R	ACOM	No aircraft available due to overcommitment
18-Mar-99	17-Mar-99	ACC	2C2	R	ACOM	No aircraft available due to overcommitment
18-Mar-99	08-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
18-Mar-99	12-Mar-99	EUCOM	3A3	D	EUCOM	Aircrew used for higher priority mission
18-Mar-99	18-Mar-99	US Navy	3A3	R	EUCOM	No aircraft available due to overcommitment
18-Mar-99	18-Mar-99	AOS	2A3	D	PACOM	No aircraft available due to overcommitment
18-Mar-99	18-Mar-99	PACOM	3A3	D	PACOM	No aircrew available
18-Mar-99	16-Mar-99	PACOM	1B3	D	PACOM	No aircrew available
18-Mar-99	11-Mar-99	SOCPAC	2B2	D	PACOM	Previous mission (103FS) delayed due to overcommitment
18-Mar-99	16-Mar-99	PACOM	2B2	R	PACOM	No aircrew available
18-Mar-99	16-Mar-99	HQ PACAF	3A2	R	PACOM	No aircraft available due to overcommitment
18-Mar-99	16-Mar-99	SOUTHCOM	2B2	R	SOUTHCOM	No aircraft available due to overcommitment
17-Mar-99	15-Mar-99	WHMO	1A1	Cnx	ACOM	User cancelled
17-Mar-99	08-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
17-Mar-99	15-Mar-99	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
17-Mar-99	02-Mar-99	AMCOM	4A1	Cnx	PACOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
16-Mar-99	08-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
16-Mar-99	08-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
16-Mar-99	08-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
16-Mar-99	16-Mar-99	CENTCOM	1B3	D	CENTCOM	Acft broke and no replacement avail and loadmaster went DNIF
16-Mar-99	16-Mar-99	CENTCOM	1B3	D	CENTCOM	Acft broke and no replacement was avail
16-Mar-99	15-Mar-99	PACOM	2B1	D	PACOM	No aircrew available
16-Mar-99	12-Mar-99	PACOM	3A3	D	PACOM	Aircraft used for higher priority mission
16-Mar-99	11-Mar-99	AOS	2A3	R	PACOM	No aircraft available
16-Mar-99	08-Mar-99	SOUTHCOM	1B3	R	SOUTHCOM	Aircraft used for higher priority mission
15-Mar-99	15-Mar-99	WHMO	1A1	Cnx	ACOM	User cancelled
15-Mar-99	12-Mar-99	18th Wing	3A2	D	PACOM	Aircrew used for higher priority mission
14-Mar-99	11-Mar-99	USN	3A2	R	ACOM	No aircraft available due to overcommitment
13-Mar-99	10-Mar-99	ACC	3A3	R	ACOM	No aircrew available
13-Mar-99	08-Mar-99	PACOM	3A3	R	PACOM	No aircrew available
12-Mar-99	01-Mar-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
12-Mar-99	10-Mar-99	CINCCENT	1B3	D	CENTCOM	No aircraft available due to overcommitment
12-Mar-99	05-Mar-99	EUCOM	3A3	D	EUCOM	No aircraft available due to overcommitment
12-Mar-99	10-Mar-99	PACOM	1A3	Cnx	PACOM	User cancelled
12-Mar-99	11-Mar-99	SOCPAC	2B2	D	PACOM	No aircraft available due to overcommitment
12-Mar-99	11-Mar-99	SOCPAC	2B2	D	PACOM	No aircraft available due to overcommitment
12-Mar-99	09-Mar-99	PACOM	3A3	D	PACOM	No aircrew available.
11-Mar-99	08-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
11-Mar-99	05-Mar-99	Army	2B2	D	EUCOM	No aircraft available due to overcommitment
11-Mar-99	08-Mar-99	PACOM	3A3	R	PACOM	No aircrew available
11-Mar-99	08-Mar-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
10-Mar-99	09-Mar-99	Navy	1B3	R	CENTCOM	No aircraft available due to overcommitment
10-Mar-99	05-Mar-99	EUCOM	3A3	D	EUCOM	No aircraft available due to overcommitment
09-Mar-99	01-Mar-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
09-Mar-99	01-Mar-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
09-Mar-99	08-Mar-99	EUCOM	2B1	Cnx	EUCOM	User cancelled
09-Mar-99	08-Mar-99	PACOM	2B1	D	PACOM	No aircrew available.
09-Mar-99	05-Mar-99	PACOM	2B1	D	PACOM	No aircrew available
09-Mar-99	05-Mar-99	PACOM	3A3	R	PACOM	No aircrew available
09-Mar-99	08-Mar-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
08-Mar-99	26-Feb-99	AMC	2C1	R	ACOM	No aircraft available due to overcommitment
08-Mar-99	01-Mar-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
08-Mar-99	01-Mar-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
08-Mar-99	05-Mar-99	FBI	3A1	R	ACOM	No aircraft available due to overcommitment
08-Mar-99	05-Mar-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
08-Mar-99	05-Mar-99	EUCOM	2B1	R	EUCOM	No aircrew available
08-Mar-99	03-Mar-99	US Navy	2A3	R	PACOM	No aircraft available due to overcommitment
07-Mar-99	05-Mar-99	EUCOM	2B1	R	EUCOM	No aircrew available
06-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
06-Mar-99	22-Feb-99	SOC	2A3	R	ACOM	No aircraft available due to overcommitment
06-Mar-99	26-Feb-99	ACC	2A3	R	ACOM	No aircraft available due to overcommitment
06-Mar-99	05-Mar-99	EUCOM	1B3	D	EUCOM	No aircraft available
06-Mar-99	04-Mar-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
06-Mar-99	03-Mar-99	Aero Med	1B3	D	PACOM	No aircraft available due to overcommitment
06-Mar-99	05-Mar-99	PACOM	3A3	R	PACOM	No aircrew available
05-Mar-99	03-Mar-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	23-Feb-99	AETC	3B1	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	23-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	23-Feb-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	23-Feb-99	AETC	3B1	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	23-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	01-Mar-99	ACC	2B3	R	ACOM	Aircrew used for higher priority mission
05-Mar-99	01-Mar-99	ACC	2C2	R	ACOM	Aircrew used for higher priority mission
05-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	23-Feb-99	US Navy	2C3	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	26-Feb-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	22-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	26-Feb-99	ACC	2C2	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	26-Feb-99	ACC	2C2	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	26-Feb-99	ACC	2C2	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	26-Feb-99	ACC	2C2	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	24-Feb-99	AFSOC	4A1	R	ACOM	No aircraft available due to overcommitment
05-Mar-99	01-Mar-99	CENTCOM	2B1	D	CENTCOM	No aircraft available due to overcommitment
05-Mar-99	04-Mar-99	EUCOM	1B3	R	EUCOM	Aircrew used for higher priority mission
05-Mar-99	04-Mar-99	PACOM	3A3	R	PACOM	No aircrew available due to overcommitment
05-Mar-99	05-Mar-99	SOUTHCOM	3A3	D	SOUTHCOM	Aircraft used for higher priority mission
04-Mar-99	05-Mar-99	Navy	1B3	R	ACOM	No aircraft available
04-Mar-99	24-Feb-99	ACC	2B3	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	23-Feb-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	23-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	23-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	23-Feb-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	23-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	23-Feb-99	US Navy	2C3	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	22-Feb-99	ACC	3A2	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	24-Feb-99	AFSOC	4A1	R	ACOM	No aircraft available due to overcommitment
04-Mar-99	01-Mar-99	EUCOM	2B1	Cnx	EUCOM	User cancelled
04-Mar-99	03-Mar-99	PACOM	1B1	D	PACOM	No aircrew available due to overcommitment
04-Mar-99	03-Mar-99	PACOM	3A3	R	PACOM	No aircrew available due to overcommitment
04-Mar-99	02-Mar-99	PACOM	3A3	R	PACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
04-Mar-99	25-Feb-99	SOUTHCOM	3A3	D	SOUTHCOM	Aircraft used for higher priority mission
03-Mar-99	01-Mar-99	AFMC	4B2	D	ACOM	No aircraft available due to overcommitment
03-Mar-99	23-Feb-99	AMC	3B1	R	ACOM	No aircraft available due to overcommitment
03-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
03-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
03-Mar-99	24-Feb-99	AFSOC	4A1	R	ACOM	No aircraft available due to overcommitment
03-Mar-99	01-Mar-99	EUCOM	2B1	Cnx	EUCOM	User cancelled
03-Mar-99	02-Mar-99	PACOM	2B1	D	PACOM	No aircrew available due to overcommitment
03-Mar-99	01-Mar-99	SOUTHCOM	1B1	D	SOUTHCOM	No aircraft available due to overcommitment
02-Mar-99	26-Feb-99	US Navy	2A3	R	ACOM	No aircraft available due to overcommitment
02-Mar-99	22-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
02-Mar-99	23-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
02-Mar-99	26-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
02-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
02-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
02-Mar-99	24-Feb-99	AFSOC	4A1	R	ACOM	No aircraft available due to overcommitment
02-Mar-99	01-Mar-99	CENTCOM	1B1	D	CENTCOM	No aircraft available due to overcommitment
02-Mar-99	02-Mar-99	USAF	1B1	D	EUCOM	No aircraft available due to overcommitment
02-Mar-99	25-Feb-99	EUCOM	3A3	R	EUCOM	No aircraft available
02-Mar-99	01-Mar-99	PACOM	2B1	D	PACOM	No aircraft available due to overcommitment
02-Mar-99	01-Mar-99	PACOM	3A3	D	PACOM	No aircraft available due to overcommitment
01-Mar-99	27-Feb-99	ACC	4A1	R	ACOM	Loss of crewmember due to DNIF
01-Mar-99	22-Feb-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
01-Mar-99	23-Feb-99	AMC	3B2	R	ACOM	No aircraft available due to overcommitment
01-Mar-99	19-Feb-99	ACC	2A3	R	EUCOM	No aircraft available due to overcommitment
30-Apr-99	28-Apr-99	WHMO	1A1	Cnx	ACOM	User cancelled
30-Apr-99	28-Apr-99	WHMO	1A1	Cnx	ACOM	User cancelled
30-Apr-99	28-Apr-99	WHMO	1A1	Cnx	ACOM	User cancelled
30-Apr-99	29-Apr-99	US Army	3B1	R	ACOM	Aircraft used for higher priority mission
30-Apr-99	12-Apr-99	ACC	3B1	R	ACOM	No aircraft available
30-Apr-99	08-Apr-99	AMC	3B1	R	ACOM	No aircraft available
30-Apr-99	08-Apr-99	ACC	3B1	R	ACOM	No aircraft available
30-Apr-99	28-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
30-Apr-99	22-Apr-99	ACC	2B3	R	EUCOM	No aircraft available
30-Apr-99	15-Apr-99	EUCOM	2B1	R	EUCOM	No aircraft available due to overcommitment
30-Apr-99	28-Apr-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
30-Apr-99	28-Apr-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
29-Apr-99	22-Apr-99	ACC	2B2	R	ACOM	No aircraft available
29-Apr-99	12-Apr-99	ACC	4A1	R	ACOM	No aircraft available
29-Apr-99	08-Apr-99	US Navy	3B1	R	ACOM	No aircraft available
29-Apr-99	08-Apr-99	AMC	3B1	R	ACOM	No aircraft available
29-Apr-99	08-Apr-99	ACC	3B1	R	ACOM	No aircraft available
29-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
29-Apr-99	21-Apr-99	CENTCOM	2B2	Cnx	CENTCOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
29-Apr-99	21-Apr-99	EUCOM	2B2	Cnx	EUCOM	User cancelled
29-Apr-99	28-Apr-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
29-Apr-99	22-Apr-99	ACC	2B3	R	EUCOM	No aircraft available
29-Apr-99	09-Apr-99	ACC	2B3	R	EUCOM	No aircraft available due to overcommitment
29-Apr-99	26-Apr-99	EUCOM	2B2	R	EUCOM	No aircraft available due to overcommitment
29-Apr-99	15-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
28-Apr-99	28-Apr-99	WHMO	1A1	Cnx	ACOM	User cancelled
28-Apr-99	09-Apr-99	AMC	2B2	R	ACOM	No aircraft available due to overcommitment
28-Apr-99	12-Apr-99	ACC	4A1	R	ACOM	No aircraft available
28-Apr-99	12-Apr-99	ACC	4A1	R	ACOM	No aircraft available
28-Apr-99	28-Apr-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
28-Apr-99	27-Apr-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
28-Apr-99	22-Apr-99	ACC	2A3	R	EUCOM	No aircraft available
28-Apr-99	26-Apr-99	PACOM	3A3	Cnx	PACOM	User cancelled
28-Apr-99	15-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
27-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
27-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
27-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
27-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
27-Apr-99	26-Apr-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
27-Apr-99	15-Apr-99	EUCOM	2B1	R	EUCOM	No aircraft available due to overcommitment
27-Apr-99	27-Apr-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
27-Apr-99	26-Apr-99	PACOM	1B3	R	PACOM	Aircraft used for higher priority mission
26-Apr-99	27-Apr-99	WHMO	1A1	D	ACOM	Aircraft used for higher priority mission
26-Apr-99	22-Apr-99	ACC	2A3	R	ACOM	No aircraft available
26-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
26-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
26-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
26-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
26-Apr-99	15-Apr-99	EUCOM	2B1	R	EUCOM	No aircraft available due to overcommitment
26-Apr-99	23-Apr-99	PACOM	1B3	D	PACOM	No aircrew available due to no loadmaster
25-Apr-99	01-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
25-Apr-99	25-Apr-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
25-Apr-99	15-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
25-Apr-99	22-Apr-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
24-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
24-Apr-99	19-Apr-99	CENTCOM	2B2	Cnx	CENTCOM	User cancelled
24-Apr-99	19-Apr-99	CENTCOM	2B2	Cnx	CENTCOM	User cancelled
24-Apr-99	19-Apr-99	CENTCOM	3A3	R	CENTCOM	No aircraft available due to overcommitment
24-Apr-99	25-Apr-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
24-Apr-99	19-Apr-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
23-Apr-99	19-Apr-99	AFMC	2C3	R	ACOM	No aircraft available
23-Apr-99	19-Apr-99	ACC	3B1	R	ACOM	No aircraft available
23-Apr-99	19-Apr-99	EUCOM	1B3	Cnx	CENTCOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
23-Apr-99	20-Apr-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
23-Apr-99	19-Apr-99	PACOM	3A1	R	PACOM	No aircraft available due to overcommitment
23-Apr-99	21-Apr-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
22-Apr-99	23-Apr-99	US Marines	3A3	R	ACOM	No aircrew available due to overcommitment
22-Apr-99	19-Apr-99	ACC	5A1	R	ACOM	No aircraft available
22-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
22-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
22-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
22-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
22-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
22-Apr-99	09-Apr-99	ACC	2B3	R	EUCOM	No aircraft available due to overcommitment
21-Apr-99	19-Apr-99	ACC	4A1	R	ACOM	No aircraft available
21-Apr-99	19-Apr-99	ACC	4A1	R	ACOM	No aircraft available
21-Apr-99	19-Apr-99	ACC	4A1	R	ACOM	No aircraft available
21-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
21-Apr-99	19-Apr-99	US Marines	3A3	R	ACOM	No aircrew available due to overcommitment
21-Apr-99	09-Apr-99	AMC	3A3	R	EUCOM	No aircraft available
21-Apr-99	19-Apr-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
20-Apr-99	19-Apr-99	AMC	2B2	R	ACOM	No aircraft available
20-Apr-99	19-Apr-99	AMC	5A1	R	ACOM	No aircraft available
20-Apr-99	19-Apr-99	ACC	4A1	R	ACOM	No aircraft available
20-Apr-99	19-Apr-99	ACC	4A1	R	ACOM	No aircraft available
20-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
20-Apr-99	12-Apr-99	CENTCOM	1B1	R	CENTCOM	No aircraft available due to overcommitment
20-Apr-99	19-Apr-99	PACOM	3A3	Cnx	PACOM	User cancelled
20-Apr-99	19-Apr-99	PACOM	3A3	D	PACOM	No aircrew available due to overcommitment
20-Apr-99	19-Apr-99	PACOM	3A3	D	PACOM	No aircrew available due to overcommitment
19-Apr-99	19-Apr-99	ACC	4A1	R	ACOM	No aircraft available
19-Apr-99	19-Apr-99	AMC	5A1	R	ACOM	No aircraft available
19-Apr-99	19-Apr-99	AMC	5A1	R	ACOM	No aircraft available
19-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
19-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
19-Apr-99	19-Apr-99	EUCOM	1B3	D	EUCOM	Aircrew used for higher priority mission
19-Apr-99	14-Apr-99	AMC	3A3	R	EUCOM	No aircraft available
19-Apr-99	09-Apr-99	ACC	2A3	R	EUCOM	No aircraft available due to overcommitment
18-Apr-99	01-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
18-Apr-99	14-Apr-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
18-Apr-99	14-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
17-Apr-99	12-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
17-Apr-99	12-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
17-Apr-99	15-Apr-99	XOOS	2A1	R	ACOM	No aircraft available due to overcommitment
17-Apr-99	12-Apr-99	CENTCOM	3A3	D	CENTCOM	No aircraft available - maintenance recovery period
17-Apr-99	13-Apr-99	EUCOM	2B2	Cnx	EUCOM	User cancelled
17-Apr-99	14-Apr-99	EUCOM	1B1	Cnx	EUCOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
17-Apr-99	16-Apr-99	EUCOM	1B3	R	EUCOM	Aircrew used for higher priority mission
17-Apr-99	14-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
16-Apr-99	07-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
16-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
16-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
16-Apr-99	02-Apr-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
16-Apr-99	01-Apr-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
16-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
16-Apr-99	12-Apr-99	CENTCOM	1B1	R	CENTCOM	No aircraft available due to overcommitment
16-Apr-99	13-Apr-99	CENTCOM	1B3	R	CENTCOM	No aircrew available due to C5 stage at Lajes in support PH Duke
16-Apr-99	15-Apr-99	PACOM	2B1	D	PACOM	No aircrew available due to overcommitment
16-Apr-99	13-Apr-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
16-Apr-99	13-Apr-99	SOUTHCOM	2B1	R	SOUTHCOM	Aircraft used for higher priority mission
16-Apr-99	14-Apr-99	SOUTHCOM	1B3	R	SOUTHCOM	No aircraft available due to overcommitment
15-Apr-99	08-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
15-Apr-99	01-Apr-99	AFMC	3B1	R	ACOM	No aircraft available
15-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
15-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
15-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
15-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
15-Apr-99	05-Apr-99	ACC	3B1	R	ACOM	No aircraft available
15-Apr-99	08-Apr-99	ACC	2C1	R	ACOM	No aircrew available due to overcommitment
15-Apr-99	09-Apr-99	AFMC	2C3	R	ACOM	No aircraft available due to overcommitment
15-Apr-99	13-Apr-99	AMC	2B2	Cnx	CENTCOM	User cancelled
15-Apr-99	15-Apr-99	CENTCOM	1B1	D	CENTCOM	Aircraft broke and crew ran out of crew duty day
15-Apr-99	13-Apr-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
15-Apr-99	13-Apr-99	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
15-Apr-99	13-Apr-99	PACOM	2B2	R	PACOM	Aircraft used for higher priority mission
15-Apr-99	13-Apr-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
14-Apr-99	07-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
14-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
14-Apr-99	08-Apr-99	ACC	2C1	R	ACOM	No aircrew available due to overcommitment
14-Apr-99	09-Apr-99	US Army	3B4	R	ACOM	No aircraft available due to overcommitment
14-Apr-99	09-Apr-99	Thunderbirds	3A1	R	ACOM	Aircraft used for higher priority mission
14-Apr-99	08-Apr-99	ACC	2A3	R	EUCOM	No aircraft available due to overcommitment
14-Apr-99	13-Apr-99	PACOM	3A3	D	PACOM	No aircraft available due to overcommitment
14-Apr-99	12-Apr-99	US Army	2B1	R	SOUTHCOM	No aircraft available due to overcommitment
13-Apr-99	08-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
13-Apr-99	05-Apr-99	US Marines	3B1	R	ACOM	No aircraft available
13-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
13-Apr-99	01-Apr-99	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
13-Apr-99	06-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
13-Apr-99	09-Apr-99	US Army	2B2	R	CENTCOM	Aircraft used for higher priority mission

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
13-Apr-99	07-Apr-99	US Army	2B2	R	CENTCOM	Aircraft used for higher priority mission
13-Apr-99	12-Apr-99	XOOL	1A3	Cnx	EUCOM	User cancelled
13-Apr-99	12-Apr-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
12-Apr-99	11-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
12-Apr-99	07-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
12-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
12-Apr-99	05-Apr-99	AMC	3B1	R	ACOM	No aircraft available
12-Apr-99	09-Apr-99	US Army	3B4	R	ACOM	No aircraft available due to overcommitment
12-Apr-99	05-Apr-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
12-Apr-99	05-Apr-99	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
12-Apr-99	06-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
12-Apr-99	01-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
12-Apr-99	10-Apr-99	CENTCOM	2B2	D	CENTCOM	No aircraft available due to overcommitment
12-Apr-99	08-Apr-99	US Army	2B2	R	EUCOM	Aircraft used for higher priority mission
12-Apr-99	08-Apr-99	US Army	2B2	R	EUCOM	Aircraft used for higher priority mission
12-Apr-99	09-Apr-99	US Navy	3A3	R	PACOM	No aircrew available
12-Apr-99	10-Apr-99	SOUTHCOM	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
12-Apr-99	11-Apr-99	SOUTHCOM	3A3	R	SOUTHCOM	No aircrew available due to overcommitment
11-Apr-99	09-Apr-99	XOOS	3A1	Cnx	ACOM	User cancelled
11-Apr-99	09-Apr-99	PACOM	1B3	R	PACOM	Aircraft used for higher priority mission
11-Apr-99	02-Apr-99	PACOM	2B1	R	PACOM	Aircraft used for higher priority mission
11-Apr-99	07-Apr-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
10-Apr-99	06-Apr-99	CENTCOM	2B2	Cnx	CENTCOM	User cancelled
10-Apr-99	06-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
10-Apr-99	09-Apr-99	EUCOM	1B1	D	CENTCOM	Previous mission in delay
10-Apr-99	06-Apr-99	CENTCOM	1B1	R	CENTCOM	No aircraft available due to overcommitment
10-Apr-99	09-Apr-99	PACOM	4B1	R	PACOM	Aircraft used for higher priority mission
10-Apr-99	05-Apr-99	US Marines	2A3	R	PACOM	No aircrew available due to overcommitment
10-Apr-99	05-Apr-99	US Marines	2A3	R	PACOM	No aircrew available due to overcommitment
10-Apr-99	05-Apr-99	US Marines	2A3	R	PACOM	No aircrew available due to overcommitment
10-Apr-99	05-Apr-99	US Marines	2A3	R	PACOM	No aircrew available due to overcommitment
10-Apr-99	08-Apr-99	SOUTHCOM	2B1	R	SOUTHCOM	Aircraft used for higher priority mission
09-Apr-99	07-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
09-Apr-99	07-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
09-Apr-99	01-Apr-99	US Navy	3B1	R	ACOM	No aircraft available
09-Apr-99	01-Apr-99	AMC	3B1	R	ACOM	No aircraft available
09-Apr-99	01-Apr-99	AMC	3B1	R	ACOM	No aircraft available
09-Apr-99	06-Apr-99	ACC	2B2	R	ACOM	No aircrew available due to overcommitment
09-Apr-99	06-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
09-Apr-99	02-Apr-99	ACC	2B3	R	CENTCOM	No aircrew available due to overcommitment
09-Apr-99	05-Apr-99	CENTCOM	2B2	R	CENTCOM	Aircraft used for higher priority mission
09-Apr-99	05-Apr-99	CENTCOM	2B2	R	CENTCOM	Aircraft used for higher priority mission
09-Apr-99	09-Apr-99	USAFE	1B3	D	EUCOM	Aircraft broke and crew ran out of crew duty day
09-Apr-99	06-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
09-Apr-99	06-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment
09-Apr-99	05-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment
09-Apr-99	06-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment
09-Apr-99	06-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment
09-Apr-99	06-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment
09-Apr-99	06-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment
09-Apr-99	06-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment
09-Apr-99	06-Apr-99	PACOM	2B1	R	PACOM	Aircraft used for higher priority mission
09-Apr-99	30-Mar-99	PACOM	3A2	R	PACOM	Aircraft used for higher priority mission
09-Apr-99	30-Mar-99	PACOM	3A2	R	PACOM	Aircraft used for higher priority mission
09-Apr-99	05-Apr-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
08-Apr-99	07-Apr-99	US Army	N/A	Cnx	ACOM	User cancelled
08-Apr-99	01-Apr-99	AFMC	3B1	R	ACOM	No aircraft available
08-Apr-99	01-Apr-99	US Marines	3B1	R	ACOM	No aircraft available
08-Apr-99	01-Apr-99	AMC	3B1	R	ACOM	No aircraft available
08-Apr-99	01-Apr-99	AFSOC	3B1	R	ACOM	No aircraft available
08-Apr-99	30-Mar-99	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
08-Apr-99	30-Mar-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
08-Apr-99	06-Apr-99	ACC	2B2	R	ACOM	No aircrew available due to overcommitment
08-Apr-99	02-Apr-99	AMC	2A3	R	CENTCOM	No aircrew available due to overcommitment
08-Apr-99	06-Apr-99	CENTCOM	1B1	R	CENTCOM	No aircraft available due to overcommitment
08-Apr-99	02-Apr-99	PACOM	2B2	Cnx	PACOM	User cancelled
08-Apr-99	30-Mar-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
08-Apr-99	06-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
08-Apr-99	06-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
08-Apr-99	06-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
07-Apr-99	06-Apr-99	US Army	2A1	Cnx	ACOM	User cancelled
07-Apr-99	06-Apr-99	US Army	2A1	Cnx	ACOM	User cancelled
07-Apr-99	01-Apr-99	AFMC	3B1	R	ACOM	No aircraft available
07-Apr-99	01-Apr-99	AFMC	3B1	R	ACOM	No aircraft available
07-Apr-99	01-Apr-99	ACC	3B1	R	ACOM	No aircraft available
07-Apr-99	02-Apr-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
07-Apr-99	30-Mar-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
07-Apr-99	06-Apr-99	ACC	2B2	R	ACOM	No aircrew available due to overcommitment
07-Apr-99	03-Apr-99	CENTCOM	2B2	R	CENTCOM	Aircrew used for to recover broken C-5B at Sigonella
07-Apr-99	03-Apr-99	CENTCOM	2B2	R	CENTCOM	Aircrew used for to recover broken C-5B at Sigonella
07-Apr-99	02-Apr-99	CENTCOM	1B1	Cnx	EUCOM	User cancelled
07-Apr-99	05-Apr-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
07-Apr-99	31-Mar-99	WHMO	1A1	Cnx	OTHER	User cancelled
07-Apr-99	31-Mar-99	WHMO	1A1	Cnx	OTHER	User cancelled
07-Apr-99	06-Apr-99	PACOM	2A3	R	PACOM	No aircrew available due to overcommitment
07-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
07-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
07-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
07-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
07-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
07-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
07-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
07-Apr-99	05-Apr-99	PACOM	2B1	R	PACOM	Aircraft used for higher priority mission
07-Apr-99	01-Apr-99	PACOM	2B1	R	PACOM	Aircraft used for higher priority mission
06-Apr-99	01-Apr-99	AMC	3B1	R	ACOM	No aircraft available
06-Apr-99	01-Apr-99	ACC	3B1	R	ACOM	No aircraft available
06-Apr-99	08-Apr-99	AMC	3B1	R	ACOM	No aircraft available
06-Apr-99	01-Apr-99	AMC	3B1	R	ACOM	No aircraft available
06-Apr-99	01-Apr-99	AMC	3B1	R	ACOM	No aircraft available
06-Apr-99	01-Apr-99	AMC	3B1	R	ACOM	No aircraft available
06-Apr-99	06-Apr-99	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
06-Apr-99	06-Apr-99	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
06-Apr-99	30-Mar-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
06-Apr-99	06-Apr-99	ACC	2B2	R	ACOM	No aircrew available due to overcommitment
06-Apr-99	05-Apr-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
06-Apr-99	02-Apr-99	PACOM	2B2	Cnx	PACOM	User cancelled
06-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
06-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
06-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
06-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
06-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
06-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
06-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
06-Apr-99	30-Mar-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
06-Apr-99	30-Mar-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
06-Apr-99	01-Apr-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
05-Apr-99	02-Apr-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
05-Apr-99	29-Mar-99	ACC	2B3	R	ACOM	No aircraft available due to overcommitment
05-Apr-99	01-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
05-Apr-99	29-Mar-99	ACC	2B3	R	EUCOM	No aircraft available due to overcommitment
05-Apr-99	02-Apr-99	US Army	1B1	R	SOUTHCOM	No aircrew available due to Ph Duke Bravo
04-Apr-99	02-Apr-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
04-Apr-99	31-Mar-99	US Army	2B2	D	CENTCOM	No aircraft available due to overcommitment
04-Apr-99	04-Apr-99	AMC	4B1	R	EUCOM	Aircraft used for higher priority mission
04-Apr-99	01-Apr-99	PACOM	2B1	R	PACOM	Aircraft used for higher priority mission
04-Apr-99	30-Mar-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
04-Apr-99	04-Apr-99	SOUTHCOM	2B1	R	SOUTHCOM	Aircraft used for higher priority mission
04-Apr-99	03-Apr-99	SOUTHCOM	2B1	R	SOUTHCOM	Aircrew used for higher priority mission
04-Apr-99	01-Apr-99	SOUTHCOM	2B1	R	SOUTHCOM	Aircraft used for higher priority mission
03-Apr-99	23-Mar-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
03-Apr-99	01-Apr-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
03-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
03-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
03-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
03-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
03-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
03-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
03-Apr-99	01-Apr-99	PACOM	2B1	R	PACOM	Aircraft used for higher priority mission
02-Apr-99	01-Apr-99	STRATCOM	2A1	R	ACOM	Aircraft used for higher priority mission
02-Apr-99	23-Mar-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
02-Apr-99	23-Mar-99	ACC	5A1	R	ACOM	No aircraft available due to overcommitment
02-Apr-99	23-Mar-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment
02-Apr-99	26-Mar-99	ACC	2B3	R	ACOM	No aircraft available due to overcommitment
02-Apr-99	31-Mar-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
02-Apr-99	01-Apr-99	USAFE	1B3	D	EUCOM	No aircrew available
02-Apr-99	31-Mar-99	AETC	4A1	R	EUCOM	No aircraft available due to overcommitment
02-Apr-99	29-Mar-99	ACC	2A3	R	EUCOM	No aircraft available due to overcommitment
02-Apr-99	30-Mar-99	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
02-Apr-99	01-Apr-99	US Army	2B1	R	SOUTHCOM	Aircraft used for higher priority mission
01-Apr-99	31-Mar-99	Army	N/A	R	ACOM	Aircraft used for higher priority mission
01-Apr-99	31-Mar-99	Army	N/A	R	ACOM	Aircraft used for higher priority mission
01-Apr-99	23-Mar-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
01-Apr-99	23-Mar-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
01-Apr-99	23-Mar-99	AMC	2B3	R	ACOM	No aircraft available due to overcommitment
01-Apr-99	29-Mar-99	AFMC	2B2	R	ACOM	No aircraft available due to overcommitment
01-Apr-99	31-Mar-99	AMC	3B1	R	EUCOM	No aircraft available due to overcommitment
01-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
01-Apr-99	05-Apr-99	ACC	2A3	R	PACOM	No aircrew available due to overcommitment
31-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
31-May-99	25-May-99	EUCOM	1B3	D	EUCOM	Aircrew used for higher priority mission
30-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
29-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
29-May-99	25-May-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
28-May-99	17-May-99	ACC	3B1	Cnx	ACOM	User cancelled
28-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
28-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
28-May-99	26-May-99	CENTCOM	2B2	R	CENTCOM	No aircraft available due to overcommitment
28-May-99	28-May-99	EUCOM	1B1	D	EUCOM	Aircraft used for higher priority mission
27-May-99	21-May-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
27-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
27-May-99	24-May-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
27-May-99	25-May-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
27-May-99	25-May-99	SOUTHCOM	2B1	R	SOUTHCOM	No aircraft available due to overcommitment
26-May-99	21-May-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
26-May-99	21-May-99	AFSOC	4A1	R	ACOM	No aircraft available due to overcommitment
26-May-99	21-May-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
26-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
26-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
25-May-99	21-May-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
25-May-99	21-May-99	AMC	3B1	R	ACOM	No aircraft available due to overcommitment
25-May-99	17-May-99	ACC	2A3	R	ACOM	No aircraft available
25-May-99	24-May-99	CENTCOM	1B3	R	CENTCOM	No aircrew available due to overcommitment
25-May-99	21-May-99	EUCOM	1B1	R	EUCOM	No aircrew available
25-May-99	21-May-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
24-May-99	21-May-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
24-May-99	21-May-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
24-May-99	21-May-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
24-May-99	17-May-99	ACC	4A1	R	ACOM	No aircraft available
24-May-99	17-May-99	ACC	4A1	R	ACOM	No aircraft available
24-May-99	18-May-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
23-May-99	21-May-99	SOUTHCOM	2A1	D	SOUTHCOM	No aircraft available due to overcommitment
23-May-99	19-May-99	SOUTHCOM	1B3	R	SOUTHCOM	Aircraft used for higher priority mission
22-May-99	21-May-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
22-May-99	21-May-99	EUCOM	1B1	R	EUCOM	No aircraft available due to overcommitment
22-May-99	18-May-99	EUCOM	3A3	R	EUCOM	No aircraft available
22-May-99	19-May-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
21-May-99	21-May-99	ACC	5A1	R	ACOM	No aircrew available
21-May-99	13-May-99	US Navy	2B2	R	ACOM	No aircraft available
21-May-99	20-May-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
21-May-99	20-May-99	US Marines	2A1	R	EUCOM	No aircraft available due to overcommitment
20-May-99	20-May-99	AMC	4A1	R	ACOM	No one available to give airspace brief to crew the day prior. (holiday) Slipped to 24 hrs later arrival
20-May-99	30-Apr-99	SOC 16 SOW	4A1	R	ACOM	No aircraft available
20-May-99	18-May-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
20-May-99	18-May-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
20-May-99	13-May-99	US Navy	2B2	R	ACOM	No aircraft available
20-May-99	18-May-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
20-May-99	21-May-99	EUCOM	1B3	D	EUCOM	Backup for CINCUNC
20-May-99	18-May-99	EUCOM	3A3	R	EUCOM	No aircraft available
20-May-99	24-May-99	PACOM	3A2	R	PACOM	Aircraft used for higher priority mission
20-May-99	17-May-99	PACAF	3A3	R	PACOM	No aircraft available due to overcommitment
20-May-99	17-May-99	PACAF	3A3	R	PACOM	No aircraft available due to overcommitment
19-May-99	11-May-99	ACC	3B1	Cnx	ACOM	User cancelled
19-May-99	18-May-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
19-May-99	30-Apr-99	SOC 16 SOW	4A1	R	ACOM	No aircraft available
19-May-99	19-May-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
19-May-99	17-May-99	PACOM	2B1	R	PACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
19-May-99	17-May-99	PACOM	2B1	R	PACOM	No aircraft available due to overcommitment
19-May-99	17-May-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
18-May-99	18-May-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
18-May-99	30-Apr-99	SOC 16 SOW	4A1	R	ACOM	No aircraft available
17-May-99	18-May-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
17-May-99	17-May-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
17-May-99	14-May-99	SOUTHCOM	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
16-May-99	07-May-99	CINCUNK	1B1	Cnx	PACOM	User cancelled
16-May-99	12-May-99	PACOM	3A3	D	PACOM	No aircraft available due to overcommitment
16-May-99	13-May-99	US Marines	2B2	Cnx	SOUTHCOM	User cancelled
16-May-99	12-May-99	SOUTHCOM	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
15-May-99	13-May-99	PACAF	3A3	R	PACOM	No aircraft available due to overcommitment
15-May-99	12-May-99	SOUTHCOM	2B2	D	SOUTHCOM	No aircraft available due to overcommitment
14-May-99	30-Apr-99	ACC	2B2	R	ACOM	No aircraft available
14-May-99	10-May-99	ACC	4A1	R	ACOM	No aircraft available
14-May-99	10-May-99	ACC	4A1	R	ACOM	No aircraft available
14-May-99	10-May-99	ACC	3A2	R	ACOM	No aircraft available
14-May-99	05-May-99	ACC	2C2	R	ACOM	No aircraft available
14-May-99	11-May-99	CINCCENT	1B1	R	CENTCOM	No aircraft available due to overcommitment
14-May-99	14-May-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
14-May-99	10-May-99	SOUTHCOM	2B1	Cnx	SOUTHCOM	User cancelled
14-May-99	12-May-99	SOUTHCOM	1B3	R	SOUTHCOM	No aircraft available due to overcommitment
13-May-99	30-Apr-99	ACC	2B2	R	ACOM	No aircraft available
13-May-99	10-May-99	AFSOC	3A1	R	ACOM	No aircraft available
13-May-99	05-May-99	ACC	2B3	R	EUCOM	No aircraft available
13-May-99	12-May-99	PACAF	1B3	D	PACOM	No aircraft available due to overcommitment
12-May-99	30-Apr-99	ACC	2B2	R	ACOM	No aircraft available
12-May-99	05-May-99	ACC	2C2	R	ACOM	No aircraft available
12-May-99	11-May-99	SOUTHCOM	2B1	R	SOUTHCOM	Aircraft used for higher priority mission
11-May-99	11-May-99	AMC	5A1	R	ACOM	No aircraft available
11-May-99	11-May-99	AMC	5A1	R	ACOM	No aircrew available
11-May-99	11-May-99	AMC	5A1	R	ACOM	No aircrew available
11-May-99	10-May-99	AMC	4A1	R	ACOM	No aircraft available
11-May-99	10-May-99	US Navy	3B1	R	ACOM	No aircraft available
11-May-99	30-Apr-99	ACC	2B2	R	ACOM	No aircraft available
11-May-99	26-Apr-99	US Navy	2C1	R	ACOM	No aircraft available
11-May-99	10-May-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
11-May-99	10-May-99	SOUTHCOM	1B1	D	SOUTHCOM	No aircraft available due to overcommitment
10-May-99	10-May-99	ACC	3B1	R	ACOM	No aircraft available
10-May-99	30-Apr-99	ACC	2B2	R	ACOM	No aircraft available
08-May-99	22-Apr-99	AMC	4B2	R	ACOM	No aircraft available
08-May-99	06-May-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
07-May-99	07-May-99	ACC	3B1	R	ACOM	No aircraft available

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
07-May-99	22-Apr-99	AMC	4B2	R	ACOM	No aircraft available
07-May-99	19-Apr-99	ACC	3A1	R	ACOM	No aircraft available
07-May-99	06-May-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
06-May-99	06-May-99	ACC	4A1	R	ACOM	No aircraft available
06-May-99	07-May-99	ACC	4A1	R	ACOM	No aircraft available
06-May-99	06-May-99	ACC	4A1	R	ACOM	No aircraft available
06-May-99	06-May-99	ACC	3B1	R	ACOM	No aircraft available
06-May-99	26-Apr-99	AMC	2B1	R	ACOM	No aircraft available
06-May-99	22-Apr-99	AMC	4B2	R	ACOM	No aircraft available
06-May-99	19-Apr-99	ACC	3A1	R	ACOM	No aircraft available
06-May-99	05-May-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
06-May-99	05-May-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
05-May-99	05-May-99	ACC	3B2	R	ACOM	No aircraft available
05-May-99	05-May-99	ACC	3B2	R	ACOM	No aircraft available
04-May-99	04-May-99	ACC	3B1	R	ACOM	No aircraft available
04-May-99	29-Apr-99	ACC	4A1	R	ACOM	No aircraft available
04-May-99	29-Apr-99	ACC	3B1	R	ACOM	No aircraft available
04-May-99	29-Apr-99	AMC	3A1	R	ACOM	No aircraft available
04-May-99	29-Apr-99	ACC	4A1	R	ACOM	No aircraft available
03-May-99	03-May-99	ACC	3B1	R	ACOM	No aircraft available
03-May-99	03-May-99	ACC	5A1	R	ACOM	No aircraft available
03-May-99	22-Apr-99	AFMC	2B2	R	ACOM	No aircraft available
03-May-99	22-Apr-99	AFMC	2B2	R	ACOM	No aircraft available
03-May-99	22-Apr-99	AMC	4B2	R	ACOM	No aircraft available
03-May-99	19-Apr-99	ACC	4A1	R	ACOM	No aircraft available
02-May-99	21-Apr-99	CENTCOM	2B2	Cnx	CENTCOM	User cancelled
02-May-99	30-Apr-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
02-May-99	15-Apr-99	PACOM	2B2	R	PACOM	No aircraft available due to overcommitment
01-May-99	12-Apr-99	US Army	4A1	R	ACOM	No aircraft available
01-May-99	22-Apr-99	US Navy	2B3	R	ACOM	No aircraft available
01-May-99	08-Apr-99	AMC	3B1	R	ACOM	No aircraft available
01-May-99	22-Apr-99	US Navy	2B3	R	ACOM	No aircraft available
01-May-99	30-Apr-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
01-May-99	27-Apr-99	PACOM	3A1	R	PACOM	No aircraft available due to overcommitment
30-Jun-99	29-Jun-99	Army Guard	2B2	R	ACOM	Aircraft used for higher priority mission
30-Jun-99	28-Jun-99	USAFE	3A3	Cnx	EUCOM	User cancelled
30-Jun-99	30-Jun-99	Air Force/Navy	2A1	D	EUCOM	No aircrew available
30-Jun-99	30-Jun-99	CPF	2C1	R	ACOM	No aircrew - No Jets
30-Jun-99	30-Jun-99	ACC	3B1	R	ACOM	No aircrew - No Jets
30-Jun-99	30-Jun-99	ACC	1Z1	R	ACOM	Maintenance
30-Jun-99	28-Jun-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
29-Jun-99	22-Jun-99	ACC	3B1	Cnx	ACOM	User cancelled
29-Jun-99	24-Jun-99	Albany Natl	2B2	Cnx	ACOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
		Guard				
29-Jun-99	30-Jun-99	ACC	4A1	R	ACOM	No aircrew available - No Jets available
29-Jun-99	30-Jun-99	ACC	3B1	R	ACOM	No aircrew available - No Jets available
29-Jun-99	30-Jun-99	ACC	3B1	R	ACOM	No aircrew available - No Jets available
29-Jun-99	30-Jun-99	ACC	3B1	R	ACOM	Maintainance problem, RCVR unable to slip
29-Jun-99	30-Jun-99	ACC	3B1	R	ACOM	No aircrew available - No Jets available
29-Jun-99	30-Jun-99	AMC	4A1	R	ACOM	No aircrew available - No Jets available
29-Jun-99	29-Jun-99	EUCOM	1B1	R	EUCOM	No aircraft available due to Maintenance.
29-Jun-99	25-Jun-99	PACOM	3A3	R	PACOM	No aircrew available
29-Jun-99	28-Jun-99	SOUTHCOM	1B3	R	SOUTHCOM	Aircrew used for higher priority mission
28-Jun-99	30-Jun-99	ACC	3B1	R	ACOM	No aircrew available - No Jets available
28-Jun-99	30-Jun-99	ACC	3B1	R	ACOM	No aircrew available - No Jets available
28-Jun-99	25-Jun-99	Lockheed	1A3	Cnx	OTHER	User cancelled
28-Jun-99	24-Jun-99	SOUTHCOM	3A3	R	SOUTHCOM	No aircrew available
27-Jun-99	27-Jun-99	ACC	2C2	Cnx	ACOM	User cancelled
26-Jun-99	23-Jun-99	USAFE	3A3	R	EUCOM	Aircrew used for higher priority mission
25-Jun-99	25-Jun-99	ACC	2C2	Cnx	ACOM	User cancelled
25-Jun-99	14-Jun-99	ACC	2B3	R	ACOM	No aircraft available due to overcommitment
25-Jun-99	14-Jun-99	ACC	2B3	R	ACOM	No aircraft available due to overcommitment
25-Jun-99	24-Jun-99	ACC	2C2	R	ACOM	No aircrew available due to overcommitment
25-Jun-99	04-Jun-99	Navy	1B1	Cnx	CENTCOM	User cancelled
25-Jun-99	24-Jun-99	EUCOM	1B1	R	EUCOM	No aircrew available due to Post Mission Crew Rest.
25-Jun-99	23-Jun-99	EUCOM	1B3	R	EUCOM	Aircrew used for higher priority mission
25-Jun-99	22-Jun-99	PACOM	3A3	R	PACOM	No aircrew available
24-Jun-99	24-Jun-99	AMC	3B1	R	ACOM	No crews or jets available
24-Jun-99	24-Jun-99	AMC	3B1	R	ACOM	No crews or jets available
24-Jun-99	24-Jun-99	AMC	3B1	R	ACOM	No crews or jets available
24-Jun-99	24-Jun-99	AMC	3B1	R	ACOM	No crews or jets available
24-Jun-99	24-Jun-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
24-Jun-99	14-Jun-19	AETC	3B1	R	ACOM	No aircraft available due to overcommitment
24-Jun-99	23-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
24-Jun-99	23-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
24-Jun-99	23-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
24-Jun-99	23-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
24-Jun-99	24-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
24-Jun-99	22-Jun-99	EUCOM	1B1	R	EUCOM	No aircrew available due to Banners and Alphas.
24-Jun-99	22-Jun-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
24-Jun-99	21-Jun-99	NASA	1A3	Cnx	OTHER	User cancelled
24-Jun-99	22-Jun-99	PACOM	3A3	R	PACOM	No aircrew available
23-Jun-99	23-Jun-99	ACC	2C2	R	ACOM	No aircrew available due to overcommitment
23-Jun-99	14-Jun-19	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
23-Jun-99	22-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
23-Jun-99	22-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
23-Jun-99	22-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
23-Jun-99	22-Jun-19	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
23-Jun-99	22-Jun-19	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
23-Jun-99	23-Jun-19	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
23-Jun-99	23-Jun-19	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
23-Jun-99	23-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
23-Jun-99	11-Jun-99	CENTCOM	2B2	Cnx	CENTCOM	User cancelled
23-Jun-99	21-Jun-99	USAFE	3A3	R	EUCOM	Aircraft used for higher priority mission
22-Jun-99	22-Jun-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
22-Jun-99	22-Jun-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
22-Jun-99	21-Jun-99	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
22-Jun-99	22-Jun-19	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
22-Jun-99	22-Jun-19	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
22-Jun-99	22-Jun-19	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
22-Jun-99	16-Jun-19	ACC	2C2	R	ACOM	No aircrew available
22-Jun-99	18-Jun-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
21-Jun-99	21-Jun-19	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
21-Jun-99	14-Jun-99	AETC	3B1	R	ACOM	No aircraft available due to overcommitment
21-Jun-99	14-Jun-99	US Navy	2C1	R	ACOM	No aircraft available due to overcommitment
21-Jun-99	17-Jun-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
21-Jun-99	17-Jun-99	PACAF	1B3	D	PACOM	Aircraft used for higher priority mission
21-Jun-99	21-Jun-99	SOUTHCOM	1B3	R	SOUTHCOM	Aircraft used for higher priority mission
20-Jun-99	14-Jun-99	White House	1A1	Cnx	EUCOM	User cancelled
20-Jun-99	17-Jun-99	PACAF	1B3	D	PACOM	Aircraft used for higher priority mission
20-Jun-99	17-Jun-99	PACAF	1B3	D	PACOM	Aircraft used for higher priority mission
20-Jun-99	21-Jun-19	US Navy	1B3	R	PACOM	Aircraft used for higher priority mission
19-Jun-99	18-Jun-99	AETC	3B1	R	ACOM	No aircrew available
19-Jun-99	18-Jun-99	AETC	3B1	R	ACOM	No aircrew available
19-Jun-99	18-Jun-99	AETC	3B1	R	ACOM	No aircrew available
19-Jun-99	19-Jun-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
19-Jun-99	18-Jun-99	Navy	2B1	D	EUCOM	Aircraft used for higher priority mission
19-Jun-99	16-Jun-99	USAFE	3A3	D	EUCOM	Aircraft used for higher priority mission
19-Jun-99	17-Jun-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
18-Jun-99	17-Jun-99	XOOS	2A1	Cnx	ACOM	User cancelled
18-Jun-99	15-Jun-99	Army	2B1	D	ACOM	Aircraft used for higher priority mission
18-Jun-99	16-Jun-99	ACC	5A1	R	ACOM	No aircrew available due to overcommitment
18-Jun-99	17-Jun-19	AMC	3B1	R	ACOM	User cancelled
18-Jun-99	18-Jun-99	AETC	3B1	R	ACOM	No aircrew available
18-Jun-99	18-Jun-99	AETC	3B1	R	ACOM	No aircraft available
18-Jun-99	17-Jun-99	ACC	2B3	R	ACOM	No aircraft available due to overcommitment
18-Jun-99	16-Jun-99	EUCOM	1B1	R	EUCOM	Aircraft used for higher priority mission
18-Jun-99	16-Jun-99	White House	1A1	Cnx	OTHER	User cancelled
17-Jun-99	04-Jun-99	ACC	3A2	Cnx	ACOM	User cancelled
17-Jun-99	11-Jun-99	FORSCOM	2A1	Cnx	ACOM	User cancelled
17-Jun-99	17-Jun-99	SOC	4A1	R	ACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
17-Jun-99	17-Jun-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
17-Jun-99	17-Jun-99	AMC	4A1	R	ACOM	No aircrew available due to overcommitment
17-Jun-99	07-Jun-99	ACC	2A2	R	ACOM	No aircraft available due to overcommitment
17-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
17-Jun-99	14-Jun-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
16-Jun-99	15-Jun-19	ACC	3B1	Cnx	ACOM	User cancelled
16-Jun-99	04-Jun-99	ACC	3B1	Cnx	ACOM	User cancelled
16-Jun-99	15-Jun-99	XOOS	2A1	D	ACOM	Aircraft used for higher priority mission
16-Jun-99	16-Jun-19	AMC	3B1	R	ACOM	No aircrew available due to overcommitment
16-Jun-99	16-Jun-19	AMC	3B1	R	ACOM	No aircrew available due to overcommitment
16-Jun-99	16-Jun-19	AMC	3B1	R	ACOM	No aircrew available due to overcommitment
16-Jun-99	16-Jun-19	AMC	3B1	R	ACOM	No aircrew available due to overcommitment
16-Jun-99	16-Jun-19	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
16-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
16-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
16-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
16-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
16-Jun-99	15-Jun-99	ACC	1A3	Cnx	EUCOM	User cancelled
16-Jun-99	11-Jun-99	State Dept	3A2	D	EUCOM	Aircraft used for higher priority mission
16-Jun-99	15-Jun-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
16-Jun-99	14-Jun-99	White House	1A1	Cnx	OTHER	User cancelled
15-Jun-99	14-Jun-99	ACC	3B1	Cnx	ACOM	User cancelled
15-Jun-99	04-Jun-99	ACC	4A1	Cnx	ACOM	User cancelled
15-Jun-99	04-Jun-99	ACC	3A2	Cnx	ACOM	User cancelled
15-Jun-99	04-Jun-99	ACC	4A1	Cnx	ACOM	User cancelled
15-Jun-99	11-Jun-99	NASA	1A3	Cnx	ACOM	User cancelled
15-Jun-99	15-Jun-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
15-Jun-99	15-Jun-99	MFL	1B1	R	ACOM	User cancelled
15-Jun-99	15-Jun-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
15-Jun-99	15-Jun-19	ACC	4A1	R	ACOM	No aircrew available due to overcommitment
15-Jun-99	15-Jun-19	AMC	3B1	R	ACOM	No aircrew available due to overcommitment
15-Jun-99	08-Jun-99	PACOM	3A3	R	PACOM	No aircrew available
14-Jun-99	14-Jun-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
14-Jun-99	14-Jun-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
14-Jun-99	14-Jun-99	AMC	2A3	R	ACOM	No aircraft available due to overcommitment
14-Jun-99	11-Jun-99	SOUTHCOM	2B1	D	SOUTHCOM	Aircraft used for higher priority mission
13-Jun-99	11-Jun-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
12-Jun-99	08-Jun-99	NASA	1A3	Cnx	ACOM	User cancelled
12-Jun-99	04-Jun-99	ACC	2B2	R	ACOM	No aircraft available
12-Jun-99	07-Jun-99	CENTCOM	1B3	Cnx	EUCOM	User cancelled
12-Jun-99	09-Jun-99	EUCOM	1B3	D	EUCOM	Aircrew used for higher priority mission
12-Jun-99	08-Jun-99	PACOM	3A3	R	PACOM	No aircrew available
11-Jun-99	11-Jun-99	SOF	4A1	R	ACOM	No aircraft available due to overcommitment
11-Jun-99	11-Jun-99	AETC	3B1	R	ACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
11-Jun-99	14-Jun-99	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
11-Jun-99	14-Jun-99	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
11-Jun-99	04-Jun-99	ACC	2B2	R	ACOM	No aircraft available
11-Jun-99	09-Jun-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to overcommitment
10-Jun-99	31-May-99	SOC	4A1	R	ACOM	No aircraft available due to overcommitment
10-Jun-99	10-Jun-99	SOC	2A3	R	ACOM	No aircraft available due to overcommitment
10-Jun-99	04-Jun-99	ACC	2B2	R	ACOM	No aircraft available
10-Jun-99	09-Jun-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
10-Jun-99	07-Jun-99	EUCOM	3A3	Cnx	EUCOM	User cancelled
10-Jun-99	09-Jun-99	PACAF	3A3	D	PACOM	Aircrew used for higher priority mission
10-Jun-99	07-Jun-99	PACOM	3A3	R	PACOM	No aircrew available
10-Jun-99	08-Jun-99	SOUTHCOM	2B2	D	SOUTHCOM	No aircrew available
09-Jun-99	31-May-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
09-Jun-99	01-Jun-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
09-Jun-99	01-Jun-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
09-Jun-99	01-Jun-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
09-Jun-99	01-Jun-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
09-Jun-99	04-Jun-99	US Navy	3A2	R	ACOM	No aircraft available
09-Jun-99	09-Jun-99	EUCOM	1B1	R	EUCOM	Aircraft used for higher priority mission
09-Jun-99	07-Jun-99	SOUTHCOM	2B2	Cnx	SOUTHCOM	User cancelled
08-Jun-99	01-Jun-99	ACC	4A1	R	ACOM	No aircraft or crews available due to overcommitment
08-Jun-99	31-May-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
08-Jun-99	01-Jun-99	ACC	3B1	R	ACOM	No aircraft or aircrew available
08-Jun-99	03-Jun-99	ACC	4A1	R	ACOM	User cancelled
08-Jun-99	04-Jun-99	ACC	2B2	R	ACOM	No aircraft available
08-Jun-99	08-Jun-99	CENTCOM	3A3	D	CENTCOM	No aircrew available due to aircraft commander DNIF
08-Jun-99	04-Jun-99	CENTCOM	1B3	D	CENTCOM	No aircrew available
08-Jun-99	04-Jun-99	Army	3A2	D	EUCOM	No KWRI aircrew available (57% committed)
08-Jun-99	04-Jun-99	PACAF	3A3	R	PACOM	No aircrew available
07-Jun-99	04-Jun-99	ACC	4A1	R	ACOM	No aircraft available
07-Jun-99	04-Jun-99	US Navy	2C1	R	ACOM	No aircraft available
07-Jun-99	06-Jun-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
07-Jun-99	04-Jun-99	PACAF	2B1	D	PACOM	No aircrew available
07-Jun-99	31-May-99	PACOM	1B3	R	PACOM	Aircraft used for higher priority mission
06-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
06-Jun-99	02-Jun-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
06-Jun-99	02-Jun-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
06-Jun-99	05-Jun-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
05-Jun-99	04-Jun-99	AETC	3B1	Cnx	ACOM	User cancelled
05-Jun-99	04-Jun-99	AETC	3B1	R	ACOM	No aircrew available
05-Jun-99	02-Jun-99	PACAF	3A3	Cnx	PACOM	User cancelled
04-Jun-99	04-Jun-99	AETC	3B1	R	ACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
04-Jun-99	04-Jun-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
04-Jun-99	07-Jun-99	SOC	2A3	R	ACOM	No aircraft available due to overcommitment
04-Jun-99	04-Jun-99	ACC	3B1	R	ACOM	No aircrew available
04-Jun-99	04-Jun-99	ACC	3B1	R	ACOM	No aircrew available
04-Jun-99	04-Jun-99	AMC	4A1	R	ACOM	No aircraft available
04-Jun-99	04-Jun-99	AMC	4A1	R	ACOM	No aircraft available
04-Jun-99	04-Jun-99	AETC	3B1	R	ACOM	No aircrew available
04-Jun-99	02-Jun-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
04-Jun-99	03-Jun-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
03-Jun-99	02-Jun-99	AFMC	1A3	Cnx	ACOM	User cancelled
03-Jun-99	27-May-99	AMC	3B1	R	ACOM	No aircrew available due to overcommitment
03-Jun-99	27-May-99	AMC	3B1	R	ACOM	No aircrew available due to overcommitment
03-Jun-99	03-Jun-99	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
03-Jun-99	03-Jun-99	ACC	4A1	R	ACOM	No aircraft available due to overcommitment
03-Jun-99	03-Jun-99	ACC	3B1	R	ACOM	No aircraft available due to overcommitment
03-Jun-99	04-Jun-99	AETC	3B1	R	ACOM	No aircrew available
03-Jun-99	04-Jun-99	ACC	4A1	R	ACOM	No aircrew available
03-Jun-99	04-Jun-99	AMC	3B1	R	ACOM	No aircrew available
03-Jun-99	04-Jun-99	ACC	3B2	R	ACOM	No aircrew available
03-Jun-99	04-Jun-99	ACC	3B2	R	ACOM	No aircrew available
03-Jun-99	04-Jun-99	ACC	3B1	R	ACOM	No aircrew available
03-Jun-99	04-Jun-99	AMC	3B1	R	ACOM	No aircrew available
03-Jun-99	04-Jun-99	AMC	3B1	R	ACOM	No aircrew available
03-Jun-99	02-Jun-99	US Navy	1B3	Cnx	PACOM	User cancelled
03-Jun-99	02-Jun-99	PACOM	1B3	R	PACOM	Lack of aircrew
03-Jun-99	02-Jun-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
03-Jun-99	01-Jun-99	Army	2B2	D	SOUTHCOM	Aircrew used for higher priority mission
02-Jun-99	04-Jun-99	AMC	3B1	Cnx	ACOM	User cancelled
02-Jun-99	02-Jun-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
02-Jun-99	04-Jun-99	ACC	3B2	R	ACOM	No aircrew available
02-Jun-99	04-Jun-99	ACC	3B2	R	ACOM	No aircrew available
02-Jun-99	04-Jun-99	ACC	3B1	R	ACOM	No aircrew available
02-Jun-99	04-Jun-99	AMC	4A1	R	ACOM	No aircrew available
02-Jun-99	04-Jun-99	AMC	4A1	R	ACOM	No aircrew available
02-Jun-99	04-Jun-99	ACC	3B1	R	ACOM	No aircrew available
02-Jun-99	01-Jun-99	CENTCOM	1B3	D	CENTCOM	Aircrew used for higher priority mission
02-Jun-99	01-Jun-99	PACAF	3A3	R	PACOM	No aircrew available due to overcommitment
02-Jun-99	01-Jun-99	Army	2B2	D	SOUTHCOM	Aircrew used for higher priority mission
01-Jun-99	18-May-99	412 Test Wing	2B2	D	ACOM	No one available to give airspace brief to crew the day prior. (holiday) Slipped to 24 hrs later arrival
01-Jun-99	01-Jun-99	AMC	4A1	R	ACOM	No aircraft available due to overcommitment
01-Jun-99	01-Jun-99	SOW	4A1	R	ACOM	No aircraft available due to overcommitment
01-Jun-99	04-Jun-99	AMC	3B1	R	ACOM	No aircrew available
01-Jun-99	01-Jun-99	ACC	3B2	R	ACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
01-Jun-99	01-Jun-99	ACC	3B2	R	ACOM	No aircrew available due to overcommitment
01-Jun-99	01-Jun-99	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
01-Jun-99	01-Jun-99	Aetc (97AMW)	3B1	R	ACOM	No aircrew available due to overcommitment
01-Jun-99	01-Jun-99	ACC	3B1	R	ACOM	No aircrew available due to overcommitment
01-Jun-99	01-Jun-99	325FW (AETC)	3B1	R	ACOM	No aircrew available due to overcommitment
01-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
01-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
01-Jun-99	26-May-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
01-Jun-99	01-Jun-99	PACAF	3A3	R	PACOM	No aircrew available due to overcommitment
31-Jul-99	30-Jul-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
31-Jul-99	31-Jul-99	PACOM	3A2	D	PACOM	Aircraft and crew used for higher priority mission
30-Jul-99	30-Jul-99	EUCOM	1B1	D	EUCOM	Aircraft broke - no other tails available
30-Jul-99	28-Jul-99	Army	1B1	D	EUCOM	Previous mission delayed
29-Jul-99	28-Jul-99	Army	1B1	D	EUCOM	Previous mission delayed
29-Jul-99	28-Jul-99	Army	1B1	D	EUCOM	Previous mission delayed
29-Jul-99	27-Jul-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
29-Jul-99	22-Jul-99	PACAF	3A3	R	PACOM	No aircrew available due to reconstitution
29-Jul-99	22-Jul-99	PACAF	3A3	R	PACOM	No aircraft available due to reconstitution
28-Jul-99	28-Jul-99	Army	1B1	D	EUCOM	Loadmaster LFA problem, then acft broke, then loading problem caused msn to lose slot times
28-Jul-99	28-Jul-99	Air Force	1B1	D	EUCOM	Previous mission delayed
28-Jul-99	28-Jul-99	Army	1B1	D	EUCOM	Aircraft broke and crew burned out before it was fixed
28-Jul-99	27-Jul-99	EUCOM	1B1	R	EUCOM	Aircraft used for higher priority mission
28-Jul-99	23-Jul-99	US Navy	1B3	R	EUCOM	No aircraft available due to reconstitution
28-Jul-99	26-Jul-99	EUCOM	3A3	R	EUCOM	No aircraft available due to reconstitution
28-Jul-99	23-Jul-99	ACC	3A2	R	PACOM	No aircraft available due to reconstitution
28-Jul-99	22-Jul-99	PACAF	3A3	R	PACOM	No aircraft available due to reconstitution
25-Jul-99	23-Jul-99	US Marines	3A2	R	ACOM	No aircraft available due to reconstitution
24-Jul-99	23-Jul-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to reconstitution
23-Jul-99	21-Jul-99	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
23-Jul-99	22-Jul-99	EUCOM	1B1	R	EUCOM	No aircraft available
23-Jul-99	14-Jul-99	AFSOC	2B3	R	PACOM	No aircrew available
22-Jul-99	19-Jul-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
21-Jul-99	20-Jul-99	US Marines	3A2	D	ACOM	No aircraft available due to broken aircraft in system
21-Jul-99	20-Jul-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
20-Jul-99	16-Jul-99	LOCKHEED	4B2	D	ACOM	No aircrew available due to overcommitment
20-Jul-99	15-Jul-99	ACC	2A3	R	PACOM	No aircraft available due to overcommitment
19-Jul-99	19-Jul-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
19-Jul-99	19-Jul-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
19-Jul-99	18-Jul-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
16-Jul-99	14-Jul-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
16-Jul-99	13-Jul-99	PACAF	3A3	R	PACOM	No aircrew available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
15-Jul-99	12-Jul-99	AMC	3B1	R	ACOM	No aircrew available
15-Jul-99	12-Jul-99	ACC	3B1	R	ACOM	No aircrew available
15-Jul-99	14-Jul-99	EUCOM	1B1	R	EUCOM	Aircraft used for higher priority mission
15-Jul-99	06-Jul-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
14-Jul-99	07-Jun-19	US Navy	2C1	Cnx	ACOM	User cancelled
14-Jul-99	12-Jul-99	ACC	3B1	R	ACOM	No aircrew available
14-Jul-99	12-Jul-99	ACC	3B1	R	ACOM	No aircrew available
14-Jul-99	06-Jul-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
13-Jul-99	09-Jul-99	PACAF	3A3	D	PACOM	No aircrew available due to overcommitment
12-Jul-99	12-Jul-99	ACC	4A1	Cnx	ACOM	Receiver Down Day
12-Jul-99	12-Jul-99	ACC	4A1	Cnx	ACOM	Receiver Down Day
11-Jul-99	09-Jul-99	EUCOM	1B1	R	EUCOM	No aircrew available due to Maintenance Delay.
10-Jul-99	12-Jul-99	AMC	4A1	R	ACOM	No aircrew - No Jets
10-Jul-99	12-Jul-99	AMC	4A1	R	ACOM	No aircrew - No Jets
10-Jul-99	08-Jul-99	EUCOM	1B1	R	EUCOM	No aircrew available due to maintenance delay
10-Jul-99	08-Jul-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
10-Jul-99	08-Jul-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
09-Jul-99	12-Jul-99	ACC	3B1	R	ACOM	No aircrew - No Jets
09-Jul-99	06-Jul-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
09-Jul-99	08-Jul-99	EUCOM	1B1	R	EUCOM	No aircrew available due to maintenance delay
09-Jul-99	02-Jul-99	EUCOM	2B1	R	EUCOM	Aircraft used for higher priority mission
09-Jul-99	02-Jul-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
09-Jul-99	07-Jul-99	PACAF	1B3	D	PACOM	Aircraft used for higher priority mission
09-Jul-99	06-Jul-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
08-Jul-99	06-Jul-99	EUCOM	1B1	R	EUCOM	No aircrew available due to post-mission crew rest.
08-Jul-99	02-Jul-99	EUCOM	2B1	R	EUCOM	Aircraft used for higher priority mission
08-Jul-99	06-Jul-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
08-Jul-99	07-Jul-99	PACAF	1B3	R	PACOM	Aircraft used for higher priority mission
08-Jul-99	02-Jul-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
07-Jul-99	06-Jul-99	US Navy	1B3	R	EUCOM	Aircraft used for higher priority mission
07-Jul-99	02-Jul-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
06-Jul-99	30-Jun-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
06-Jul-99	02-Jul-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
06-Jul-99	02-Jul-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
06-Jul-99	01-Jul-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
05-Jul-99	02-Jul-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
04-Jul-99	02-Jul-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
03-Jul-99	02-Jul-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
03-Jul-99	02-Jul-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
02-Jul-99	29-Jun-99	Army Guard/Navy Seals	2B2	R	ACOM	Aircraft used for higher priority mission
02-Jul-99	30-Jun-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
02-Jul-99	29-Jun-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
02-Jul-99	01-Jul-99	PACAF	1B3	D	PACOM	Aircraft used for higher priority mission
02-Jul-99	29-Jun-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
02-Jul-99	01-Jul-99	Air Evac	1B3	R	SOUTHCOM	Aircraft used for higher priority mission
01-Jul-99	01-Jul-99	ACC	3B1	R	ACOM	No aircraft - No aircrews
01-Jul-99	01-Jul-99	ACC	4A1	R	ACOM	No aircraft - No aircrews
01-Jul-99	01-Jul-99	ACC	3B1	R	ACOM	No aircraft - No aircrews
01-Jul-99	01-Jul-99	ACC	4A1	R	ACOM	No aircraft - No aircrews
01-Jul-99	01-Jul-99	AMC	4A1	R	ACOM	No aircraft - No aircrews
01-Jul-99	30-Jun-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
01-Jul-99	30-Jun-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
01-Jul-99	29-Jun-99	PACAF	3A3	R	PACOM	Aircraft used for higher priority mission
31-Aug-99	30-Aug-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to missions in delay.
31-Aug-99	19-Aug-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
31-Aug-99	30-Aug-99	EUCOM	1B1	D	EUCOM	No aircraft available due to hurricane evac
31-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled
31-Aug-99	29-Aug-99	Army	1B1	D	SOUTHCOM	Hurricane Dennis
31-Aug-99	27-Aug-99	SOUTHCOM	2B1	R	SOUTHCOM	No aircraft available due to reconstitution
30-Aug-99	27-Aug-99	Army	3A2	D	ACOM	Hurricane Dennis
30-Aug-99	17-Aug-99	CENTCOM	2B2	Cnx	CENTCOM	User cancelled
30-Aug-99	27-Aug-99	SOUTHCOM	3A3	R	SOUTHCOM	No aircraft available due to Hurricane evacuation
29-Aug-99	26-Aug-99	XOOL	1A3	Cnx	ACOM	User cancelled
29-Aug-99	26-Aug-99	ACC	2B1	R	ACOM	Aircraft used for higher priority mission
29-Aug-99	27-Aug-99	EUCOM	1B3	D	EUCOM	No aircraft available due to reconstitution
29-Aug-99	27-Aug-99	EUCOM	3A3	R	EUCOM	Aircraft/crew used for Phoenix Banner 7460-02
28-Aug-99	19-Aug-99	USAF	4B1	Cnx	ACOM	User cancelled
28-Aug-99	02-Aug-99	EUCOM	3A3	R	EUCOM	No aircraft available due to reconstitution
28-Aug-99	20-Aug-99	SOUTHCOM	3A2	R	SOUTHCOM	No aircraft available due to reconstitution
27-Aug-99	26-Aug-99	White House	1A1	Cnx	EUCOM	User cancelled
27-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled
27-Aug-99	23-Aug-99	AMC	2B3	R	PACOM	Will not be supported due to TCTO
26-Aug-99	19-Aug-99	AMC	3A1	R	ACOM	Aircraft used for higher priority mission
26-Aug-99	20-Aug-99	CENTCOM	2B2	R	CENTCOM	Aircraft used for higher priority mission
26-Aug-99	26-Aug-99	EUCOM	3A3	R	EUCOM	Aircraft & crew used for 1A1 Air Evac add on mission
26-Aug-99	20-Aug-99	AMC	1B3	R	EUCOM	No aircrew available due to Banner A/R support
26-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled
26-Aug-99	25-Aug-99	SOUTHCOM	3A3	D	SOUTHCOM	Cargo still at Howard, can't be moved to Tocumen in time
25-Aug-99	23-Aug-99	AMC	4A1	R	ACOM	Non support due to TCTO 1C - 135 - 1535
25-Aug-99	23-Aug-99	AMC	3B1	R	ACOM	Non support due to TCTO 1C - 135 - 1535
25-Aug-99	20-Aug-99	AMC	1B3	R	EUCOM	No aircrew available due to Banner A/R support
25-Aug-99	20-Aug-99	AMC	1B3	R	PACOM	No aircrew available due to Banner A/R support
24-Aug-99	23-Aug-99	AMC	3B1	R	ACOM	Non support due to TCTO 1C - 135 - 1535
24-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
23-Aug-99	06-Aug-99	ACOM	1A3	Cnx	ACOM	User cancelled
23-Aug-99	10-Aug-99	AMC	4B2	R	ACOM	No aircraft available due to reconstitution
23-Aug-99	20-Aug-99	AMC	1B3	R	PACOM	No aircrew available due to Banner A/R support
22-Aug-99	19-Aug-99	EUCOM	2B1	R	EUCOM	Aircraft used for higher priority mission
22-Aug-99	20-Aug-99	PACAF	3A3	R	PACOM	No aircrew available due to reconstitution
21-Aug-99	19-Aug-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
20-Aug-99	19-Aug-99	XOOS	2A1	R	ACOM	Aircraft used for higher priority mission
20-Aug-99	18-Aug-99	ACC	3B1	R	ACOM	No AR of B2, C5, C17, or KC-10 pending maintenance inspection of stab trim brake
20-Aug-99	12-Aug-99	XOOL	1B2	Cnx	CENTCOM	User cancelled
20-Aug-99	13-Aug-99	SOUTHCOM	1B3	Cnx	SOUTHCOM	User cancelled
19-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled
19-Aug-99	13-Aug-99	SOUTHCOM	3A3	Cnx	SOUTHCOM	User cancelled
18-Aug-99	17-Aug-99	CENTCOM	1B3	R	CENTCOM	Aircraft and crew used for higher priority mission
18-Aug-99	17-Aug-99	EUCOM	1B1	D	EUCOM	No aircraft available due to previous msn in delay
18-Aug-99	13-Aug-99	EUCOM	2B1	D	EUCOM	No aircraft available due to speedline requirement
18-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled
17-Aug-99	17-Aug-99	EUCOM	1B3	D	EUCOM	No aircraft available due to broken aircraft
17-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled
17-Aug-99	13-Aug-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission - reconstitution
16-Aug-99	12-Aug-99	XOOL	1B2	Cnx	ACOM	User cancelled
16-Aug-99	10-Aug-99	AETC	3B1	R	ACOM	No aircrew available due to overcommitment
15-Aug-99	13-Aug-99	AFMC	3A1	D	ACOM	No aircraft available due to speedline requirement
15-Aug-99	06-Aug-99	EUCOM	2B1	R	EUCOM	No aircraft available due to reconstitution
15-Aug-99	06-Aug-99	EUCOM	2B1	R	EUCOM	No aircraft available due to reconstitution
15-Aug-99	06-Aug-99	PACAF	3A3	R	PACOM	No aircraft available due to reconstitution
14-Aug-99	10-Aug-99	Air Force	1B1	D	EUCOM	No aircraft available due to previous msn in delay
14-Aug-99	06-Aug-99	EUCOM	2B1	R	EUCOM	No aircraft available due to reconstitution
14-Aug-99	13-Aug-99	SOUTHCOM	2B1	D	SOUTHCOM	No aircraft available due to speedline requirement
13-Aug-99	10-Aug-99	Air Force	1B1	D	EUCOM	No aircraft available due to previous msn in delay
13-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled
13-Aug-99	12-Aug-99	PACAF	1B3	D	PACOM	No aircraft available due to reconstitution
12-Aug-99	10-Aug-99	AMC	3A1	D	ACOM	No aircraft available due to aircraft in delay
12-Aug-99	10-Aug-99	Army	1B1	D	EUCOM	No aircraft available due to broke acft
12-Aug-99	10-Aug-99	EUCOM	1B3	D	EUCOM	No aircraft available due to reconstitution
12-Aug-99	04-Aug-99	EUCOM	3A3	R	EUCOM	No aircraft available due to reconstitution
11-Aug-99	09-Aug-99	EUCOM	3A3	R	EUCOM	No aircraft available due to aircraft in delay
11-Aug-99	09-Aug-99	PACAF	3A3	D	PACOM	No aircraft available due to reconstitution
10-Aug-99	09-Aug-99	ACOM	3A1	D	ACOM	No aircraft available due to aircraft in delay
10-Aug-99	02-Aug-99	PACAF	3A3	Cnx	PACOM	User cancelled
10-Aug-99	06-Aug-99	PACAF	3A3	R	PACOM	No aircraft available due to reconstitution
09-Aug-99	06-Aug-99	ACC	4A1	Cnx	ACOM	User cancelled
08-Aug-99	04-Aug-99	ACOM	3A2	D	ACOM	No aircraft available due to reconstitution

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
08-Aug-99	05-Aug-99	AFMC	3A1	R	EUCOM	No aircraft available due to reconstitution
08-Aug-99	06-Aug-99	PACAF	3A3	R	PACOM	No aircraft available due to reconstitution
07-Aug-99	07-Aug-99	CENTCOM	1B3	D	CENTCOM	Aircraft used for higher priority mission
07-Aug-99	03-Aug-99	EUCOM	3A3	R	EUCOM	No aircraft available due to reconstitution
06-Aug-99	05-Aug-99	EUCOM	1B1	R	EUCOM	No aircraft available
05-Aug-99	05-Aug-99	CENTCOM	1B3	R	CENTCOM	No aircraft available
04-Aug-99	03-Aug-99	ACOM	3A3	R	ACOM	No aircraft available due to reconstitution
04-Aug-99	30-Jul-99	ACOM	1B3	R	ACOM	No aircraft available due to Reconstitution
04-Aug-99	30-Jul-99	EUCOM	3A3	R	EUCOM	No aircraft available due to Reconstitution
04-Aug-99	03-Aug-99	SOUTHCOM	2B2	D	SOUTHCOM	Aircraft used for higher priority mission - reconstitution
03-Aug-99	02-Aug-99	SOUTHCOM	1B1	R	SOUTHCOM	Aircraft used for higher priority mission
01-Aug-99	30-Jul-99	ACOM	1B3	R	ACOM	No aircraft available due to Reconstitution
01-Aug-99	30-Jul-99	PACAF	3A3	R	PACOM	No aircraft available due to reconstitution
30-Sep-99	24-Sep-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
30-Sep-99	30-Sep-99	PACAF	2B1	D	PACOM	No aircraft available due to overcommitment
30-Sep-99	23-Sep-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
30-Sep-99	23-Sep-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
29-Sep-99	29-Sep-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to broke tail
29-Sep-99	27-Sep-99	EUCOM	1B1	Cnx	EUCOM	User cancelled
29-Sep-99	23-Sep-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
29-Sep-99	23-Sep-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
29-Sep-99	24-Sep-99	SOUTHCOM	1B1	R	SOUTHCOM	No aircraft available due to overcommitment
28-Sep-99	27-Sep-99	CENTCOM	2B1	D	CENTCOM	Aircraft used for higher priority mission
28-Sep-99	24-Sep-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission.(PH Banner)
28-Sep-99	20-Sep-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
28-Sep-99	22-Sep-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
28-Sep-99	21-Sep-99	SOUTHCOM	2B1	D	SOUTHCOM	No aircraft available due to air show recovery
27-Sep-99	24-Sep-99	EUCOM	1B1	D	EUCOM	No aircraft available due to overcommitment
27-Sep-99	21-Sep-99	SOUTHCOM	1B3	D	SOUTHCOM	No aircraft available due to airshow recovery
27-Sep-99	21-Sep-99	SOUTHCOM	3A3	D	SOUTHCOM	No aircraft available due to air show recovery
26-Sep-99	22-Sep-99	US Marines	3A2	Cnx	CENTCOM	User cancelled
26-Sep-99	14-Sep-99	EUCOM	1B3	D	EUCOM	No aircraft available due to overcommitment
26-Sep-99	20-Sep-99	EUCOM	1B3	R	EUCOM	No aircraft available due to tail/crew used for SAAM 4011
25-Sep-99	23-Sep-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
24-Sep-99	20-Sep-99	XOOS	2A1	R	ACOM	No aircraft available due to overcommitment
24-Sep-99	22-Sep-99	PACAF	1B3	R	PACOM	No aircraft available due to overcommitment
24-Sep-99	23-Sep-99	SOUTHCOM	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
23-Sep-99	20-Sep-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
23-Sep-99	22-Sep-99	ACOM	2A1	D	PACOM	No aircraft available due to overcommitment
23-Sep-99	21-Sep-99	PACAF	1B3	R	PACOM	No aircraft available due to overcommitment
23-Sep-99	22-Sep-99	ACOM	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
23-Sep-99	15-Sep-99	SOUTHCOM	3A3	R	SOUTHCOM	No aircraft available due to Banner support

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
22-Sep-99	20-Sep-99	CENTCOM	1B1	R	CENTCOM	No aircrew available due to overcommitment
22-Sep-99	22-Sep-99	EUCOM	1B1	D	EUCOM	No aircraft available due to acft broke - center windshield thermoster burnt
22-Sep-99	20-Sep-99	PACAF	3A3	D	PACOM	No aircrew available due to overcommitment
22-Sep-99	20-Sep-99	PACOM	1B3	Cnx	SOUTHCOM	User cancelled
22-Sep-99	21-Sep-99	SOUTHCOM	2B1	D	SOUTHCOM	No aircrew available due to overcommitment
21-Sep-99	20-Sep-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to overcommitment
21-Sep-99	19-Sep-99	EUCOM	1B3	R	EUCOM	No aircraft/crew available due to 24hr mx slip on 30T1A msn
21-Sep-99	17-Sep-99	PACOM	3A3	D	PACOM	No aircraft available due to overcommitment
21-Sep-99	15-Sep-99	SOUTHCOM	1B1	R	SOUTHCOM	No aircraft available due to Banner support
21-Sep-99	15-Sep-99	SOUTHCOM	3A3	R	SOUTHCOM	No aircraft available due to overcommitment
19-Sep-99	14-Sep-99	Navy Spec War	2A1	D	ACOM	No aircraft available due to overcommitment
19-Sep-99	10-Sep-99	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
18-Sep-99	13-Sep-99	XOOS	2A1	R	ACOM	No aircraft available due to overcommitment
18-Sep-99	17-Sep-99	US Navy	2A1	Cnx	EUCOM	User cancelled
17-Sep-99	10-Sep-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
17-Sep-99	16-Sep-99	SOUTHCOM	1B3	R	SOUTHCOM	No aircrew available due to hurricane evacuation and qualification
16-Sep-99	16-Sep-99	US Navy	1B3	R	ACOM	No aircrew available due to hurricane evacuation
16-Sep-99	14-Sep-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
16-Sep-99	14-Sep-99	Giant Net	1B1	D	PACOM	No aircraft available due to overcommitment
15-Sep-99	10-Sep-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to overcommitment reconstitution
15-Sep-99	13-Sep-99	SOUTHCOM	1B3	R	SOUTHCOM	No aircraft available due to maintenance.
15-Sep-99	13-Sep-99	SOUTHCOM	1B3	R	SOUTHCOM	No aircraft available due to overcommitment
14-Sep-99	10-Sep-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to reconstitution
14-Sep-99	19-Sep-99	US Navy	1B3	R	PACOM	No aircraft available due to maintenance
14-Sep-99	13-Sep-99	SOUTHCOM	1B1	R	SOUTHCOM	No aircraft available due to maintenance.
14-Sep-99	13-Sep-99	SOUTHCOM	3A3	R	SOUTHCOM	No aircraft available due to maintenance.
13-Sep-99	10-Sep-99	US Army	1B1	D	EUCOM	No aircraft available due to overcommitment
12-Sep-99	10-Sep-99	XOOS	2A1	R	CENTCOM	No aircraft available due to overcommitment
12-Sep-99	09-Sep-99	EUCOM	1B3	D	EUCOM	No aircraft available due to reconstitution
11-Sep-99	07-Sep-99	XOOS	2A1	R	ACOM	No aircraft available due to overcommitment
11-Sep-99	09-Sep-99	Navy	1B1	Cnx	EUCOM	User cancelled
11-Sep-99	09-Sep-99	USAREUR	3A3	R	EUCOM	No aircraft available due to reconstitution
10-Sep-99	07-Sep-99	XOPA	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
09-Sep-99	07-Sep-99	XOPA	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
08-Sep-99	02-Sep-99	SOC	2C1	R	ACOM	Not supported due to higher priority taskings
05-Sep-99	02-Sep-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to HHQ tasking, Phoenix Banner
04-Sep-99	31-Aug-99	XOOS	2A1	R	ACOM	No aircraft available due to overcommitment
04-Sep-99	01-Sep-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to reconstitution
03-Sep-99	31-Aug-99	JEFX	2B1	R	ACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
03-Sep-99	31-Aug-99	XOOS	2A1	R	ACOM	No aircraft available due to overcommitment
03-Sep-99	31-Aug-99	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
01-Sep-99	26-Aug-99	ACC	2B1	R	ACOM	Aircraft used for higher priority mission
01-Sep-99	20-Aug-99	CENTCOM	2B2	R	CENTCOM	Aircraft used for higher priority mission
01-Sep-99	20-Aug-99	SOUTHCOM	3A2	R	SOUTHCOM	No aircraft available due to reconstitution
31-Oct-99	27-Oct-99	XOOS	2A1	R	JFCOM	No aircraft available due to overcommitment
31-Oct-99	29-Oct-99	PACOM	2B1	R	PACOM	No aircraft available due to overcommitment-supporting Banner add ons
31-Oct-99	27-Oct-99	PJFCOM	2B1	R	PJFCOM	No aircraft available due to overcommitment
30-Oct-99	26-Oct-99	XOOS	2A1	Cnx	JFCOM	User cancelled
30-Oct-99	28-Oct-99	XOOS	2A1	D	JFCOM	No aircraft available due to overcommitment (121FE/122FE delayed in Pacific)
29-Oct-99	31-Oct-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission (Banner Alpha)
28-Oct-99	27-Oct-99	CENTCOM	3A3	D	CENTCOM	No aircraft available due to overcommitment (delayed acft in system)
28-Oct-99	28-Oct-99	CENTCOM	1B3	R	CENTCOM	Airfield hours & aircraft maintenance
28-Oct-99	27-Oct-99	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission (Banner 7542-61)
28-Oct-99	26-Oct-99	STRATCOM	2B1	R	JFCOM	No aircraft available due to overcommitment
28-Oct-99	25-Oct-99	PJFCOM	1B3	R	PJFCOM	No aircraft available due to overcommitment
27-Oct-99	26-Oct-99	CENTCOM	1B3	D	CENTCOM	No aircrew available due to overcommitment
25-Oct-99	24-Oct-99	EUCOM	1B3	D	EUCOM	No aircraft available due to maintenance.
25-Oct-99	07-Oct-99	AF	1A3	Cnx	JFCOM	User cancelled
25-Oct-99	22-Oct-99	JFCOM	3B2	R	SOUTHCOM	No aircraft available due to overcommitment
23-Oct-99	25-Oct-99	US Army	3A2	Cnx	JFCOM	User cancelled
23-Oct-99	22-Oct-99	US Air Force	2B1	D	PJFCOM	No aircraft available due to overcommitment
23-Oct-99	22-Oct-99	US Air Force	2B1	D	PJFCOM	No aircraft available due to overcommitment
22-Oct-99	18-Oct-99	US Navy	3A3	R	SOUTHCOM	No aircraft available due to overcommitment
21-Oct-99	20-Oct-99	EUCOM	3A1	D	EUCOM	No aircraft available due to overcommitment
21-Oct-99	08-Oct-99	SOCPAC	2B1	D	PJFCOM	Aircraft used for higher priority missions (5102-01 and 5102-99)
20-Oct-99	20-Oct-99	EUCOM	1B3	D	EUCOM	No aircraft available due to Maintenance.
20-Oct-99	19-Oct-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
20-Oct-99	18-Oct-99	Army	3A2	D	JFCOM	Previous msn in delay
20-Oct-99	18-Oct-99	PJFCOM	3A3	D	PJFCOM	No aircrew available due to overcommitment
20-Oct-99	08-Oct-99	SOCPAC	2B1	D	PJFCOM	Aircraft used for higher priority missions (5102-01 and 5102-99)
19-Oct-99	18-Oct-99	Army	3A2	D	JFCOM	No aircraft available due to three C-5 msns in delay out in the system
19-Oct-99	08-Oct-99	SOCPAC	2B1	D	PJFCOM	Aircraft used for higher priority missions (5102-01 and 5102-99)
19-Oct-99	08-Oct-99	SOCPAC	2B1	D	PJFCOM	Aircraft used for higher priority missions (5102-01 and 5102-99)
18-Oct-99	15-Oct-99	XOOS	2A1	D	JFCOM	No aircraft available due to overcommitment caused by SAAM 3874-01 2 days in delay
18-Oct-99	18-Oct-99	US Navy	1B1	Cnx	PJFCOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
18-Oct-99	15-Oct-99	US Army	2B1	D	PJFCOM	No aircraft available due to overcommitment
17-Oct-99	17-Oct-99	EUCOM	1B1	D	EUCOM	ADS aircraft did not have flares; crew refused to fly
17-Oct-99	14-Oct-99	State Dept	4B1	R	EUCOM	No aircraft available due to overcommitment
16-Oct-99	14-Oct-99	US Navy	2B1	D	PJFCOM	No aircraft available due to overcommitment
16-Oct-99	14-Oct-99	PJFCOM	1B3	D	PJFCOM	No aircraft available due to overcommitment caused by 5105-01 add-on SAAM
15-Oct-99	13-Oct-99	US Army	3A2	D	JFCOM	No aircraft available due to overcommitment
15-Oct-99	14-Oct-99	US Army	2B1	D	PJFCOM	No aircraft available due to overcommitment
15-Oct-99	08-Oct-99	SOCPAC	2B1	D	PJFCOM	Aircraft used for higher priority missions (5102-01 and 5102-99)
15-Oct-99	08-Oct-99	SOCPAC	2B1	D	PJFCOM	Aircraft used for higher priority missions (5102-01 and 5102-99)
15-Oct-99	14-Oct-99	SOUTHCOM	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
14-Oct-99	14-Oct-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to mx prob with spoilers
14-Oct-99	12-Oct-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment (Timor and other msns in delay)
13-Oct-99	12-Oct-99	EUCOM	3A1	R	EUCOM	No aircraft available due to overcommitment
12-Oct-99	05-Oct-99	CENTCOM	1B3	D	CENTCOM	Aircraft used for higher priority missions (East Timor msns)
12-Oct-99	05-Oct-99	ARMY	2B1	D	PJFCOM	No aircraft available due to overcommitment
12-Oct-99	06-Oct-99	CINCPAC	3A3	D	PJFCOM	Aircraft used for higher priority missions (132TM and 8348-01/02/03)
11-Oct-99	05-Oct-99	ARMY	2B2	R	CENTCOM	No aircraft available due to overcommitment
11-Oct-99	05-Oct-99	SOCCENT	2B2	R	CENTCOM	Aircraft used for higher priority missions (East Timor msns)
11-Oct-99	05-Oct-99	PACAF	2B1	D	PJFCOM	No aircraft available due to overcommitment
10-Oct-99	05-Oct-99	AF	3A1	D	EUCOM	No aircraft available due to overcommitment
10-Oct-99	05-Oct-99	NAVY	2B1	D	PJFCOM	No aircraft available due to overcommitment
09-Oct-99	05-Oct-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority missions (East Timor msns)
09-Oct-99	10-Oct-99	DEA	1B1	Cnx	JFCOM	Aircraft broke, missed LAD, user cnx
09-Oct-99	05-Oct-99	AF	2B1	D	PJFCOM	No aircraft available due to overcommitment
09-Oct-99	05-Oct-99	NAVY	2B1	D	PJFCOM	No aircraft available due to overcommitment
09-Oct-99	05-Oct-99	Marines	2B1	R	SOUTHCOM	Aircraft used for higher priority missions (East Timor msns)
09-Oct-99	06-Oct-99	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority missions (132TM and 8348-01/02/03)
08-Oct-99	05-Oct-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority missions (East Timor msns)
08-Oct-99	07-Oct-99	AF	1B3	D	PJFCOM	No aircraft available due to overcommitment
08-Oct-99	07-Oct-99	AF	1B3	R	PJFCOM	No aircraft available due to overcommitment
08-Oct-99	05-Oct-99	Marines	2B1	R	SOUTHCOM	Aircraft used for higher priority missions (East Timor msns)
07-Oct-99	06-Oct-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
07-Oct-99	05-Oct-99	AF	2A2	D	EUCOM	No aircraft available due to overcommitment
06-Oct-99	20-Sep-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
06-Oct-99	17-Sep-99	EUCOM	1B1	Cnx	EUCOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
06-Oct-99	04-Oct-99	NAVY	2B1	D	SOUTHCOM	No aircraft available due to overcommitment
05-Oct-99	04-Oct-99	ARMY	2B2	D	CENTCOM	No aircraft available due to overcommitment
05-Oct-99	04-Oct-99	AF	3A1	D	EUCOM	No aircraft available due to overcommitment
05-Oct-99	04-Oct-99	Navy	1B1	D	JFCOM	No aircraft available due to overcommitment caused by aircraft delayed returning home
05-Oct-99	04-Oct-99	AF	1B2	D	PJFCOM	Aircrew used for higher priority mission
05-Oct-99	04-Oct-99	PJFCOM	1B1	D	PJFCOM	No aircraft available due to overcommitment caused by aircraft delayed returning home
04-Oct-99	04-Oct-99	EUCOM	1B3	D	EUCOM	No aircraft available - maintenance
04-Oct-99	03-Oct-99	T Birds	4A1	D	JFCOM	No aircraft available due to late return from previous missions
04-Oct-99	01-Oct-99	NAVY	2A1	D	PJFCOM	No aircraft available due to overcommitment
04-Oct-99	01-Oct-99	SOUTHCOM	2B1	R	SOUTHCOM	No aircraft available due to overcommitment
03-Oct-99	30-Sep-99	ACC	2B2	R	CENTCOM	Aircraft/crew used for Bravo in support of Japanese nuclear accident
02-Oct-99	30-Sep-99	EUCOM	1B3	R	EUCOM	Aircraft/crew used for Bravo in support of Japanese nuclear accident
01-Oct-99	01-Oct-99	ARMY	2B1	D	CENTCOM	No aircraft available due to overcommitment
01-Oct-99	30-Sep-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
01-Oct-99	01-Oct-99	PACAF	1B3	D	PJFCOM	No aircraft available due to overcommitment
01-Oct-99	30-Sep-99	Army	1B1	D	SOUTHCOM	Aircraft/crew used for Bravo in support of Japanese nuclear accident
30-Nov-99	29-Nov-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
30-Nov-99	29-Nov-99	EUCOM	1B3	D	EUCOM	No aircraft available due to maintenance problem
30-Nov-99	29-Nov-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
29-Nov-99	24-Nov-99	CENTCOM	2B1	D	CENTCOM	No aircrew available due to overcommitment
29-Nov-99	23-Nov-99	US Navy	3A3	Cnx	SOUTHCOM	User cancelled
28-Nov-99	24-Nov-99	CENTCOM	2B1	D	CENTCOM	No aircrew available due to overcommitment
27-Nov-99	24-Nov-99	EUCOM	3A1	R	EUCOM	No aircrew available due to overcommitment
27-Nov-99	24-Nov-99	Marine Corps	1B1	D	JFCOM	No aircrew available due to overcommitment
27-Nov-99	19-Nov-99	PACAF	3A3	D	PACOM	No aircrew available due to overcommitment
22-Nov-99	22-Nov-99	EUCOM	1B3	D	EUCOM	No aircrew/acft available due to Banner alert requirements
22-Nov-99	19-Nov-99	JFCOM	1B1	D	JFCOM	Aircraft used for higher priority mission
20-Nov-99	19-Nov-99	CENTCOM	1B3	D	CENTCOM	Aircraft used for higher priority mission (Banner Alpha)
20-Nov-99	19-Nov-99	EUCOM	2B2	R	EUCOM	No aircraft available due to overcommitment
20-Nov-99	19-Nov-99	PACOM	1B3	R	PACOM	Aircraft used for higher priority mission
19-Nov-99	18-Nov-99	USAFE	3A3	R	EUCOM	Aircraft used for higher priority mission (Banner Alpha)
19-Nov-99	17-Nov-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
19-Nov-99	15-Nov-99	US Navy	2B2	D	PACOM	No aircraft available due to overcommitment
18-Nov-99	16-Nov-99	USAF	2B1	D	CENTCOM	No aircraft available due to overcommitment
18-Nov-99	15-Nov-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission (Banner)
18-Nov-99	15-Nov-99	US Navy	2B2	D	EUCOM	No aircraft available due to overcommitment
18-Nov-99	15-Nov-99	PACOM	2B2	D	PACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
17-Nov-99	15-Nov-99	USAF	2B2	D	CENTCOM	No aircraft available due to overcommitment
17-Nov-99	15-Nov-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
16-Nov-99	09-Nov-99	US Army	2B2	D	CENTCOM	No aircraft available due to overcommitment
16-Nov-99	13-Nov-99	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
16-Nov-99	11-Nov-99	USAF	3A3	D	PACOM	No aircraft available due to overcommitment
15-Nov-99	09-Nov-99	US Army	2B2	D	CENTCOM	No aircraft available due to overcommitment
15-Nov-99	10-Nov-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
14-Nov-99	11-Nov-99	USAF	2B2	D	PACOM	No aircraft available due to overcommitment
14-Nov-99	09-Nov-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
13-Nov-99	12-Nov-99	CENTCOM	2B1	R	CENTCOM	No aircraft available due to overcommitment
13-Nov-99	12-Nov-99	CENTCOM	2B1	R	CENTCOM	No aircraft available due to overcommitment
12-Nov-99	10-Nov-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
12-Nov-99	10-Nov-99	US Navy	2B1	D	PACOM	No aircraft available due to overcommitment
11-Nov-99	08-Nov-99	US Air Force	2B2	D	CENTCOM	No aircraft available due to overcommitment
11-Nov-99	09-Nov-99	CENTCOM	1B3	R	CENTCOM	No aircrew available due to overcommitment
11-Nov-99	09-Nov-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
11-Nov-99	09-Nov-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
10-Nov-99	09-Nov-99	CENTCOM	1B1	R	CENTCOM	No aircraft available due to overcommitment
10-Nov-99	04-Nov-99	US Army	3A2	Cnx	JFCOM	User cancelled
10-Nov-99	08-Nov-99	US Army	2B1	D	PACOM	No aircraft available due to overcommitment
09-Nov-99	08-Nov-99	US Army	3A2	D	JFCOM	No aircraft available due to overcommitment
09-Nov-99	05-Nov-99	USAF	3A3	R	PACOM	No aircraft available due to overcommitment
08-Nov-99	05-Nov-99	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
08-Nov-99	08-Nov-99	US Army	3A2	D	JFCOM	No aircraft available due to overcommitment
08-Nov-99	07-Nov-99	SPACECOM	1B3	R	JFCOM	No aircraft available due to overcommitment
08-Nov-99	03-Nov-99	US Navy	3A1	Cnx	PACOM	User cancelled
08-Nov-99	07-Nov-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
07-Nov-99	03-Nov-99	USAF	2A1	R	JFCOM	No aircraft available due to overcommitment
07-Nov-99	03-Nov-99	USAF	2A1	R	JFCOM	No aircraft available due to overcommitment
06-Nov-99	01-Nov-99	XOOS	2A1	R	JFCOM	No aircraft available due to overcommitment (Banner add ons)
06-Nov-99	05-Nov-99	USAF	3A3	R	PACOM	No aircraft available due to overcommitment
05-Nov-99	03-Nov-99	USAF	4B2	Cnx	JFCOM	User cancelled
05-Nov-99	01-Nov-99	XOOS	2A1	R	JFCOM	No aircraft available due to overcommitment (Banner add ons)
05-Nov-99	01-Nov-99	XOOS	2A1	R	JFCOM	No aircraft available due to overcommitment (Banner add ons)
05-Nov-99	04-Nov-99	PACOM	2B2	D	PACOM	No aircraft available due to previous mission delayed
04-Nov-99	05-Nov-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to unscheduled Maintenance.
04-Nov-99	04-Nov-99	PACOM	2B2	D	PACOM	No aircraft available due to previous mission delayed
04-Nov-99	04-Nov-99	PACOM	2B2	D	PACOM	No aircraft available due to previous mission delayed
04-Nov-99	01-Nov-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment-

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
						supporting Banner add ons
04-Nov-99	01-Nov-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment-supporting Banner add ons
03-Nov-99	02-Nov-99	CENTCOM	3A3	D	CENTCOM	No aircraft available due to overcommitment
03-Nov-99	01-Nov-99	XOOL	1B2	D	EUCOM	No aircraft available due to overcommitment
03-Nov-99	01-Nov-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
01-Nov-99	01-Nov-99	EUCOM	1B3	R	EUCOM	No aircraft available due to maintenance
01-Nov-99	29-Oct-99	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment (Med Banners)
29-Dec-99	14-Dec-99	WHMO	1A1	Cnx	JFCOM	User cancelled
20-Dec-99	21-Dec-99	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
27-Dec-99	06-Dec-99	PACOM	1B3	Cnx	PACOM	User cancelled
27-Dec-99	20-Dec-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
22-Dec-99	20-Dec-99	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
21-Dec-99	16-Dec-99	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
20-Dec-99	06-Dec-99	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
20-Dec-99	06-Dec-99	PACOM	1B3	Cnx	PACOM	User cancelled
16-Dec-99	14-Dec-99	EUCOM	3A3	D	EUCOM	No aircraft available due to overcommitment
13-Dec-99	12-Dec-99	EUCOM	1B3	D	EUCOM	Acft had mx problem
13-Dec-99	10-Dec-99	EUCOM	1B3	D	EUCOM	No aircrew available due to overcommitment
12-Dec-99	12-Dec-99	Navy	3A3	Cnx	EUCOM	User cancelled
12-Dec-99	06-Dec-99	EUCOM	2B2	D	EUCOM	No aircraft available due to overcommitment
12-Dec-99	06-Dec-99	EUCOM	2B2	D	EUCOM	No aircraft available due to overcommitment
12-Dec-99	10-Dec-99	XOOS	2A1	D	JFCOM	No aircraft or crew available due to overcommitment
11-Dec-99	08-Dec-99	XOOL	1B2	Cnx	OTHER	User cancelled
09-Dec-99	06-Dec-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
09-Dec-99	07-Dec-99	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
08-Dec-99	07-Dec-99	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
08-Dec-99	08-Dec-99	EUCOM	3A3	D	EUCOM	Aircraft used for higher priority mission
06-Dec-99	06-Dec-99	EUCOM	1B3	D	EUCOM	Acft mx put msn outside window for Esenboga customs
05-Dec-99	03-Dec-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to overcommitment because of tails in delay
05-Dec-99	03-Dec-99	EUCOM	3A3	D	EUCOM	No aircraft available due to broken aircraft
05-Dec-99	03-Dec-99	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
04-Dec-99	08-Dec-99	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
04-Dec-99	03-Dec-99	EUCOM	1B3	D	EUCOM	No aircraft available due to overcommitment
04-Dec-99	02-Dec-99	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
03-Dec-99	01-Dec-99	CENTCOM	2B1	D	CENTCOM	No aircraft available due to overcommitment
03-Dec-99	03-Dec-99	Navy	2A1	Cnx	EUCOM	User cancelled
03-Dec-99	30-Nov-99	EUCOM	1B1	D	EUCOM	No aircraft available due to overcommitment
03-Dec-99	02-Dec-99	ACC	2B2	D	JFCOM	No aircraft available due to overcommitment
03-Dec-99	01-Dec-99	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
02-Dec-99	02-Dec-99	CENTCOM	1B3	D	CENTCOM	No aircraft available due to mx problem

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
02-Dec-99	02-Dec-99	JFCOM	1B3	R	JFCOM	No aircraft available due to broken tails in system
01-Dec-99	30-Nov-99	EUCOM	1B3	D	EUCOM	No aircraft available due to two E-SID aircraft broke in system
01-Dec-99	01-Dec-99	AFMC	2A1	D	JFCOM	No aircraft available due to hard broke at launch time
01-Dec-99	30-Nov-99	PACOM	2B2	D	PACOM	No aircraft available due to overcommitment
31-Jan-00	18-Jan-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
31-Jan-00	24-Jan-00	WHMO	1A1	Cnx	EUCOM	User cancelled
29-Jan-00	29-Jan-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to maintenance & BANNER Alpha Alert
29-Jan-00	25-Jan-00	EUCOM	3A3	Cnx	EUCOM	User cancelled
29-Jan-00	27-Jan-00	PACOM	1B3	D	PACOM	No aircraft available due to delay in TCTO change.
28-Jan-00	31-Jan-00	Navy	3A3	R	JFCOM	No aircraft available due to numerous mx delays
27-Jan-00	27-Jan-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to maintenance
27-Jan-00	24-Jan-00	EUCOM	1B3	Cnx	EUCOM	User cancelled
26-Jan-00	24-Jan-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to previous msn broken
26-Jan-00	18-Jan-00	JFCOM	1A3	Cnx	JFCOM	User cancelled
24-Jan-00	23-Jan-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled - no cargo
24-Jan-00	20-Jan-00	WHMO	1A1	Cnx	JFCOM	User cancelled
22-Jan-00	13-Jan-00	WHMO	1A1	Cnx	JFCOM	User cancelled
20-Jan-00	14-Jan-00	EUCOM	3A3	Cnx	EUCOM	User cancelled
20-Jan-00	18-Jan-00	PACOM	3A3	D	PACOM	No aircraft available due to overcommitment
18-Jan-00	13-Jan-00	PACOM	3A3	Cnx	PACOM	User cancelled
17-Jan-00	14-Jan-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
14-Jan-00	11-Jan-00	US Navy	3A3	Cnx	EUCOM	User cancelled
13-Jan-00	12-Jan-00	WHMO	1A1	Cnx	OTHER	User cancelled
12-Jan-00	10-Jan-00	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
06-Jan-00	06-Jan-99	EUCOM	1B3	Cnx	EUCOM	User cancelled
09-Jan-99	05-Jan-00	SOUTHCOM	2B1	Cnx	SOUTHCOM	User cancelled
29-Feb-00	23-Feb-00	Navy	3A3	R	CENTCOM	No aircraft available due to mx problems
29-Feb-00	23-Feb-00	JFCOM	1A3	Cnx	JFCOM	User cancelled
29-Feb-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)
29-Feb-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircraft available--Already at approved surge limits (before TCTO)
29-Feb-00	26-Feb-00	US Navy	3A3	Cnx	PACOM	User cancelled
29-Feb-00	25-Feb-00	US Navy	2A1	Cnx	PACOM	User cancelled
28-Feb-00	22-Feb-00	JFCOM	3A1	Cnx	EUCOM	User cancelled
28-Feb-00	25-Feb-00	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission
28-Feb-00	25-Feb-00	AFMC	2B2	R	JFCOM	No aircraft available due to TCTO
28-Feb-00	25-Feb-00	AFMC	2B2	R	JFCOM	No aircraft available due to TCTO
28-Feb-00	25-Feb-00	AFMC	2B2	R	JFCOM	No aircraft available due to TCTO
28-Feb-00	25-Feb-00	US Navy	3A3	R	PACOM	No aircrew available due to overcommitment
25-Feb-00	24-Feb-00	US Navy	3A3	R	SOUTHCOM	No aircrew available due to overcommitment
24-Feb-00	22-Feb-00	Navy	1B3	R	JFCOM	No aircraft available

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
24-Feb-00	26-Feb-00	US Navy	3A3	R	PACOM	No aircraft available due to overcommitment
23-Feb-00	23-Feb-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
23-Feb-00	18-Feb-00	JFCOM	4B2	Cnx	JFCOM	User cancelled
22-Feb-00	21-Feb-00	AFMC	2B2	D	JFCOM	Aircrew used for higher priority mission
22-Feb-00	18-Feb-00	JFCOM	3A3	R	JFCOM	No aircraft available
20-Feb-00	03-Feb-00	XOOS	2A1	Cnx	JFCOM	User cancelled
20-Feb-00	16-Feb-00	PACOM	3A2	Cnx	PACOM	User cancelled
19-Feb-00	15-Feb-00	USAFE	3A3	Cnx	EUCOM	User cancelled
19-Feb-00	07-Feb-00	JFCOM	3A2	Cnx	JFCOM	User cancelled
18-Feb-00	09-Feb-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
18-Feb-00	14-Feb-00	EUCOM	1B3	Cnx	EUCOM	User cancelled
16-Feb-00	08-Feb-00	ACC	2B2	Cnx	JFCOM	User cancelled
16-Feb-00	08-Feb-00	ACC	2B2	Cnx	JFCOM	User cancelled
15-Feb-00	21-Jan-00	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
15-Feb-00	10-Feb-00	EUCOM	1B3	D	EUCOM	Delayed due to late arriving replacement
15-Feb-00	15-Feb-00	JFCOM	1A3	Cnx	JFCOM	User cancelled
14-Feb-00	11-Feb-00	EUCOM	1B3	R	EUCOM	No aircrew available due to prev msn in delay due to maintenance
13-Feb-00	10-Feb-00	EUCOM	1B3	D	EUCOM	No aircraft available due to overcommitment
12-Feb-00	11-Feb-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to maintenance
11-Feb-00	10-Feb-00	CENTCOM	1B3	D	CENTCOM	Aircraft used for higher priority mission
09-Feb-00	04-Feb-00	JFCOM	1A1	Cnx	JFCOM	User cancelled
06-Feb-00	03-Feb-00	EUCOM	1B3	D	EUCOM	Aircraft used for higher priority mission
05-Feb-00	04-Feb-00	EUCOM	1B3	D	EUCOM	No aircraft available due to TCTO schedule
05-Feb-00	04-Feb-00	PACOM	1B3	D	PACOM	No TCTO compliant aircraft available
02-Feb-00	01-Feb-00	EUCOM	1B3	Cnx	EUCOM	User cancelled
01-Feb-00	31-Jan-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
01-Feb-00	24-Jan-00	EUCOM	1B3	D	EUCOM	Crew voluteered to fly additional msn
01-Feb-00	01-Feb-00	NASA	1A3	Cnx	JFCOM	User cancelled
31-Mar-00	30-Mar-00	PACOM	1B3	R	PACOM	No aircraft available due to maintenance problems
30-Mar-00	29-Feb-00	XOOL	1A3	Cnx	JFCOM	User cancelled
30-Mar-00	29-Mar-00	PACOM	3A3	R	PACOM	No aircraft available due to maintenance problems
28-Mar-00	27-Mar-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
28-Mar-00	27-Mar-00	EUCOM	1B3	R	EUCOM	Aircraft used for higher priority mission (Banner 7753-32)
28-Mar-00	14-Mar-00	AMC	1A3	Cnx	JFCOM	User cancelled
28-Mar-00	27-Mar-00	PACOM	3A3	Cnx	PACOM	User cancelled
28-Mar-00	27-Mar-00	PACOM	3A3	Cnx	PACOM	User cancelled
27-Mar-00	26-Mar-00	USAFE	1B3	D	EUCOM	No aircraft available due to previous msn delayed
27-Mar-00	21-Mar-00	AFMC	1A3	Cnx	PACOM	User cancelled
26-Mar-00	27-Mar-00	PACOM	3A3	Cnx	PACOM	Aircraft used for higher priority mission
26-Mar-00	23-Mar-00	AMC	1A1	R	PACOM	Aircraft used for humanitarian mission
25-Mar-00	25-Mar-00	CENTCOM	1B3	D	CENTCOM	Fire alarm in billeting broke crew rest
25-Mar-00	22-Mar-00	Navy	1B3	R	CENTCOM	No aircraft available due to delayed E-SID input

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
24-Mar-00	23-Mar-00	EUCOM	1B1	D	EUCOM	Aircraft used for higher priority mission (BANNER ALPHA)
24-Mar-00	20-Mar-00	ACC	2C1	R	JFCOM	Aircraft used for higher priority mission--No other aircraft due to TCTO
24-Mar-00	20-Mar-00	ACC	2C1	R	JFCOM	Aircraft used for higher priority mission--No other aircraft due to TCTO
23-Mar-00	20-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
22-Mar-00	10-Mar-00	AETC	3B1	R	JFCOM	No aircrews available due to higher priority missions
22-Mar-00	20-Mar-00	PACOM	1B3	R	PACOM	Aircraft used for higher priority mission
21-Mar-00	20-Mar-00	EUCOM	1B3	D	EUCOM	Aircraft used for higher priority mission
21-Mar-00	10-Mar-00	AETC	3B1	R	JFCOM	No aircrews available due to higher priority missions
20-Mar-00	10-Mar-00	AETC	3B1	R	JFCOM	No aircrews available due to higher priority missions
18-Mar-00	17-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
16-Mar-00	15-Mar-00	PACOM	2B2	D	PACOM	No aircrew available due to overcommitment
15-Mar-00	14-Mar-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to maintenance
15-Mar-00	10-Mar-00	AFMC	1A3	Cnx	JFCOM	User cancelled
15-Mar-00	03-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
15-Mar-00	03-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
14-Mar-00	13-Mar-00	EUCOM	1B3	D	EUCOM	Aircraft used for higher priority mission
14-Mar-00	09-Mar-00	PACOM	3A2	R	PACOM	Aircraft used for higher priority mission
13-Mar-00	09-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
13-Mar-00	03-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
13-Mar-00	09-Mar-00	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
12-Mar-00	07-Mar-00	EUCOM	2B2	R	CENTCOM	Aircraft used for higher priority mission
11-Mar-00	07-Mar-00	EUCOM	2B2	R	CENTCOM	Aircraft used for higher priority mission
11-Mar-00	09-Mar-00	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
11-Mar-00	06-Mar-00	EUCOM	3A3	R	EUCOM	No aircraft available due to overcommitment
10-Mar-00	28-Feb-00	ACC	2B3	Cnx	JFCOM	User cancelled
10-Mar-00	29-Feb-00	XOOS	2A1	Cnx	JFCOM	User cancelled
10-Mar-00	29-Feb-00	XOOS	2A1	Cnx	JFCOM	User cancelled
10-Mar-00	29-Feb-00	XOOS	2A1	Cnx	JFCOM	User cancelled
10-Mar-00	29-Feb-00	XOOS	2A1	Cnx	JFCOM	User cancelled
10-Mar-00	29-Feb-00	XOOS	2A1	Cnx	JFCOM	User cancelled
10-Mar-00	06-Mar-00	ACC	2B2	D	JFCOM	Aircraft used for higher priority mission
10-Mar-00	02-Mar-00	AFMC	2B2	R	JFCOM	No aircrews available --Already at Approved SURGE Limits (before TCTO)
10-Mar-00	03-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
09-Mar-00	09-Mar-00	EUCOM	1B3	D	EUCOM	No aircraft available due to Maintenance.
09-Mar-00	06-Mar-00	AFMC	1A3	Cnx	JFCOM	User cancelled
09-Mar-00	06-Mar-00	ACC	2B2	D	JFCOM	Aircraft used for higher priority mission
09-Mar-00	06-Mar-00	ACC	2B2	D	JFCOM	Aircraft used for higher priority mission
09-Mar-00	28-Feb-00	ACC	2B2	R	JFCOM	No aircraft available due to TCTO
08-Mar-00	07-Mar-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to maintenance

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
08-Mar-00	06-Mar-00	CENTCOM	2B2	R	CENTCOM	Aircrew used for higher priority mission
08-Mar-00	06-Mar-00	JFCOM	2A1	Cnx	JFCOM	User cancelled
08-Mar-00	28-Feb-00	ACC	2B2	R	JFCOM	No aircraft available due to TCTO
08-Mar-00	02-Mar-00	ACC	2A2	R	JFCOM	No aircrews available --Already at Approved SURGE Limits (before TCTO)
08-Mar-00	03-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
07-Mar-00	06-Mar-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to maintenance delay of input aircraft
07-Mar-00	28-Feb-00	ACC	2B2	R	JFCOM	No aircraft available due to TCTO
07-Mar-00	03-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
06-Mar-00	06-Mar-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to maintenance delay of input aircraft
06-Mar-00	25-Feb-00	EUCOM	2B2	D	EUCOM	No aircraft available due to TCTO
06-Mar-00	25-Feb-00	EUCOM	2B2	D	EUCOM	No aircraft available due to TCTO
06-Mar-00	06-Mar-00	CENTCOM	1B3	R	EUCOM	No aircraft available due to maintenance
06-Mar-00	28-Feb-00	ACC	2A3	Cnx	JFCOM	User cancelled
06-Mar-00	03-Mar-00	AFMC	1A3	D	JFCOM	Aircraft used for higher priority mission
06-Mar-00	25-Feb-00	EUCOM	2B2	D	JFCOM	No aircraft available due to TCTO
06-Mar-00	28-Feb-00	ACC	2B2	R	JFCOM	No aircraft available due to TCTO
06-Mar-00	03-Mar-00	PACOM	2B2	D	PACOM	Aircraft used for higher priority mission
05-Mar-00	29-Feb-00	EUCOM	1B1	Cnx	EUCOM	User cancelled
05-Mar-00	29-Feb-00	EUCOM	1B1	Cnx	EUCOM	User cancelled
05-Mar-00	03-Mar-00	AMC	4A1	R	EUCOM	No aircraft available due to overcommitment
05-Mar-00	03-Mar-00	US Marines	3A2	R	JFCOM	Aircrew used for higher priority mission
04-Mar-00	02-Mar-00	EUCOM	2B2	Cnx	EUCOM	User cancelled
04-Mar-00	02-Mar-00	EUCOM	2B2	Cnx	EUCOM	User cancelled
04-Mar-00	03-Mar-00	EUCOM	3A3	R	EUCOM	No aircrew available due to overcommitment
04-Mar-00	01-Mar-00	PACOM	3A3	Cnx	PACOM	User cancelled
04-Mar-00	03-Mar-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
03-Mar-00	03-Mar-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to Maintenance.
03-Mar-00	02-Mar-00	EUCOM	1B3	D	EUCOM	Mission delayed due to DV support
03-Mar-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)
03-Mar-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)
02-Mar-00	02-Mar-00	EUCOM	2B2	R	EUCOM	Aircrew used for higher priority mission
02-Mar-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)
02-Mar-00	01-Mar-00	SOUTHCOM	1B1	D	SOUTHCOM	Aircraft used for higher priority mission
01-Mar-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)
01-Mar-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)
01-Mar-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)
01-Mar-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
01-Mar-00	10-Feb-00	ACC	2C2	R	JFCOM	No aircrews available--Already at approved surge limits (before TCTO)
29-Apr-00	28-Apr-00	PACAF	1B3	Cnx	PACOM	User cancelled
28-Apr-00	26-Apr-00	XOOS	2A1	D	JFCOM	No aircraft available due to overcommitment
28-Apr-00	27-Apr-00	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
27-Apr-00	26-Apr-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to mx
27-Apr-00	13-Apr-00	AMC	3A1	R	JFCOM	Aircraft used for higher priority mission
27-Apr-00	27-Apr-00	PACAF	1B3	D	PACOM	No aircraft available due to overcommitment
26-Apr-00	26-Apr-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to mx
26-Apr-00	28-Apr-00	US Marines	3A2	Cnx	PACOM	User cancelled
26-Apr-00	28-Apr-00	US Marines	3A2	Cnx	PACOM	User cancelled
26-Apr-00	26-Apr-00	PACAF	1B3	D	PACOM	No aircraft available due to overcommitment
26-Apr-00	19-Apr-00	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
25-Apr-00	30-Mar-00	CENTCOM	3A3	R	CENTCOM	Fenced Trainer cancelled by unit
25-Apr-00	21-Apr-00	XOOL	1A3	Cnx	PACOM	User cancelled
24-Apr-00	13-Apr-00	AMC	3A1	R	JFCOM	Aircraft used for higher priority mission
24-Apr-00	19-Apr-00	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
22-Apr-00	19-Apr-00	SOUTHCOM	1B1	Cnx	SOUTHCOM	User cancelled
21-Apr-00	20-Apr-00	EUCOM	1B1	D	EUCOM	No aircraft available due to missions in delay
20-Apr-00	12-Apr-00	CENTCOM	3A3	R	CENTCOM	No aircraft available due to 80% Reconstitution Tasking Limit
19-Apr-00	18-Apr-00	EUCOM	1B3	D	EUCOM	Fenced Trainer cancelled by unit
19-Apr-00	17-Apr-00	SOUTHCOM	3A3	D	SOUTHCOM	Aircraft used for higher priority mission
16-Apr-00	12-Apr-00	XOOS	2A1	Cnx	JFCOM	User cancelled
16-Apr-00	07-Apr-00	JFCOM	2B2	D	JFCOM	Aircraft used for higher priority mission
16-Apr-00	10-Apr-00	PACOM	1B3	R	PACOM	No aircraft available
14-Apr-00	11-Apr-00	PACAF	1B3	D	PACOM	No aircraft available due to Block 10 restriction
13-Apr-00	11-Apr-00	PACAF	1B3	D	PACOM	No aircraft available due to Block 10 restriction
11-Apr-00	03-Apr-00	US Army	4B1	Cnx	CENTCOM	User cancelled
11-Apr-00	10-Apr-00	CINCCENT	1B3	R	CENTCOM	No aircraft available due to previous mission delayed for mx
10-Apr-00	10-Apr-00	USAFE	1B3	D	EUCOM	No aircraft available due to aircraft mx
09-Apr-00	07-Apr-00	EUCOM	3A3	Cnx	EUCOM	User cancelled
09-Apr-00	05-Apr-00	WHMO	1A1	Cnx	JFCOM	User cancelled
07-Apr-00	05-Apr-00	Navy	1B3	D	CENTCOM	No aircraft available due to prior mission in delay
07-Apr-00	05-Apr-00	WHMO	1A1	Cnx	JFCOM	User cancelled
05-Apr-00	05-Apr-00	CINCCENT	1B3	D	CENTCOM	No aircraft available due to input aircraft delayed for turbulence at Dover
05-Apr-00	03-Apr-00	EUCOM	1B3	Cnx	EUCOM	User cancelled - no cargo
04-Apr-00	03-Apr-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
04-Apr-00	31-Mar-00	AMC	1B3	R	EUCOM	No aircraft available due to overcommitment
03-Apr-00	03-Apr-00	FBI	1A3	Cnx	PACOM	User cancelled
03-Apr-00	03-Apr-00	FBI	1A3	Cnx	PACOM	User cancelled
03-Apr-00	03-Apr-00	PACOM	1B3	D	PACOM	Loadmaster DNIF
02-Apr-00	31-Mar-00	PACAF	3A3	D	PACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
02-Apr-00	31-Mar-00	PACAF	1B3	R	PACOM	No aircraft available due to Block 10
01-Apr-00	31-Mar-00	US Army	3B1	Cnx	JFCOM	User cancelled
01-Apr-00	31-Mar-00	US Army	3B1	Cnx	JFCOM	User cancelled
30-May-00	28-May-00	AMC	1B3	R	CENTCOM	No aircraft available due to maintenance
29-May-00	09-May-00	EUCOM	2B2	R	EUCOM	No aircraft available due to overcommitment
27-May-00	24-May-00	AMC	1B3	D	CENTCOM	No aircraft available due to overcommitment
23-May-00	21-May-00	AMC	1B3	D	CENTCOM	Aircraft used for higher priority mission
23-May-00	21-May-00	AMC	3A2	D	EUCOM	Aircraft used for higher priority mission
23-May-00	19-May-00	US Army	3A1	Cnx	PACOM	User cancelled
22-May-00	20-May-00	AMC	1B3	D	EUCOM	No aircraft available due to MX
21-May-00	21-May-00	AMC	1B2	Cnx	EUCOM	Mission used to support AJXF502LK144
21-May-00	15-May-00	EUCOM	3A3	Cnx	EUCOM	User cancelled
21-May-00	19-May-00	SOUTHCOM	1B2	Cnx	SOUTHCOM	User cancelled
19-May-00	19-May-00	WHMO	1A1	Cnx	JFCOM	User cancelled
19-May-00	26-Apr-00	ACC	2A3	R	JFCOM	No aircraft available due to overcommitment
19-May-00	26-Apr-00	ACC	2A3	R	JFCOM	No aircraft available due to overcommitment
19-May-00	26-Apr-00	ACC	2A3	R	JFCOM	No aircraft available due to overcommitment
19-May-00	26-Apr-00	ACC	2A3	R	JFCOM	No aircraft available due to overcommitment
18-May-00	21-May-00	AMC	1B2	R	EUCOM	Aircraft used for higher priority mission (urgent Air Evac AVM101103142)
18-May-00	17-May-00	WHMO	1A1	Cnx	JFCOM	User cancelled
16-May-00	15-May-00	CENTCOM	1B3	R	CENTCOM	No aircrew available due to overcommitment
15-May-00	15-May-00	WHMO	1A1	Cnx	JFCOM	User cancelled
14-May-00	10-May-00	SOC	2C2	R	JFCOM	No aircrew available due to overcommitment
12-May-00	11-May-00	US Navy	1B3	R	CENTCOM	Aircraft used for higher priority mission
12-May-00	10-May-00	EUCOM	1B3	R	EUCOM	No aircraft available due to E-SID go home delayed for Contingency.
11-May-00	09-May-00	EUCOM	1B3	Cnx	EUCOM	User cancelled
10-May-00	08-May-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
10-May-00	03-May-00	PACAF	1B3	Cnx	PACOM	User cancelled
09-May-00	08-May-00	JFCOM	2B2	D	JFCOM	Aircraft used for higher priority mission
09-May-00	08-May-00	SOUTHCOM	3A3	D	SOUTHCOM	Aircraft used for higher priority mission
06-May-00	05-May-00	PACAF	1B3	R	PACOM	No McChord aircrew available (not overcommited)
05-May-00	02-May-00	US Navy	1B3	D	CENTCOM	No aircraft available due to mx
05-May-00	03-May-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
05-May-00	04-May-00	SOUTHCOM	1B3	R	SOUTHCOM	Aircraft used for higher priority mission
04-May-00	03-May-00	PACAF	1B3	D	PACOM	No augmented aircrew available til 128 day
03-May-00	02-May-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to mx
29-Jun-00	28-Jun-00	PACOM	3A3	Cnx	PACOM	User cancelled
28-Jun-00	27-Jun-00	Air Force	1B1	Cnx	CENTCOM	User cancelled
28-Jun-00	27-Jun-00	CENTCOM	1B3	R	CENTCOM	No aircrew available due to overcommitment
28-Jun-00	26-Jun-00	AFMC	2A1	Cnx	PACOM	User cancelled
27-Jun-00	26-Jun-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to maintenance
27-Jun-00	26-Jun-00	EUCOM	1B3	D	EUCOM	No aircraft available due to maintenance

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
25-Jun-00	20-Jun-00	TALCE	2B1	Cnx	EUCOM	User cancelled
25-Jun-00	21-Jun-00	XOOS	2A1	Cnx	JFCOM	User cancelled
24-Jun-00	20-Jun-00	PACOM	1B3	R	PACOM	No Block 9 C-17s available
23-Jun-00	21-Jun-00	ACC	1B1	Cnx	EUCOM	User cancelled
23-Jun-00	21-Jun-00	PACOM	3A3	D	PACOM	No aircraft available
21-Jun-00	19-Jun-00	TALCE	2B1	D	EUCOM	Aircraft used for Phoenix Banner 7948-01
21-Jun-00	14-Jun-00	JFCOM	2A2	Cnx	JFCOM	User cancellation
19-Jun-00	16-Jun-00	PACOM	3A3	D	PACOM	No aircraft available
19-Jun-00	16-Jun-00	SOUTHCOM	2A2	D	SOUTHCOM	No aircraft available
17-Jun-00	15-Jun-00	PACOM	1B3	D	PACOM	No aircraft available
16-Jun-00	12-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
16-Jun-00	12-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
15-Jun-00	02-Jun-00	AMC	1B3	D	EUCOM	Aircraft/crew used for higher priority mission
15-Jun-00	12-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
14-Jun-00	13-Jun-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to broken jet on previous mission
14-Jun-00	12-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
14-Jun-00	09-Jun-00	SOUTHCOM	1B3	Cnx	SOUTHCOM	User cancelled
13-Jun-00	12-Jun-00	Marines	2B1	Cnx	EUCOM	User cancelled
13-Jun-00	12-Jun-00	EUCOM	1B3	R	EUCOM	No aircraft available due to broken jet on previous mission
12-Jun-00	08-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
12-Jun-00	08-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
11-Jun-00	09-Jun-00	EUCOM	3A3	Cnx	EUCOM	Add-on channel msn flowing from exercise msn - reserve crew on exercise msn unable to stay out extra day channel msn
11-Jun-00	10-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
11-Jun-00	09-Jun-00	XOOS	2A1	Cnx	JFCOM	User cancelled
11-Jun-00	08-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
11-Jun-00	08-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
10-Jun-00	08-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
10-Jun-00	09-Jun-00	PACOM	1B3	D	PACOM	No aircrew available
10-Jun-00	08-Jun-00	PACOM	1B3	D	PACOM	No aircrew available
09-Jun-00	08-Jun-00	Air Force	1B1	Cnx	CENTCOM	User cancelled
09-Jun-00	08-Jun-00	WHMO	1A1	Cnx	JFCOM	User cancelled
09-Jun-00	08-Jun-00	WHMO	1A1	Cnx	PACOM	User cancelled
07-Jun-00	06-Jun-00	Air Force	2B1	D	EUCOM	No Block 9 acft avail due to XOC ripped off depos C17 to fly SAAM 2217
06-Jun-00	05-Jun-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
06-Jun-00	02-Jun-00	CENTCOM	1B3	R	CENTCOM	No jet: Input aircraft delayed 48 hours
06-Jun-00	05-Jun-00	Army	2B1	D	EUCOM	No Block 9 aircraft available
04-Jun-00	02-Jun-00	EUCOM	1B3	D	EUCOM	No Block 9 aircraft available
03-Jun-00	02-Jun-00	PACAF	1B3	R	PACOM	No Block 9 aircraft available
01-Jun-00	01-Jun-00	AMC	1B3	D	EUCOM	Aircraft/crew in delay from previous msn due to maint

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
31-Jul-00	26-Jul-00	Navy	2A1	R	EUCOM	No aircraft available due to overcommitment
31-Jul-00	28-Jul-00	Navy	2A1	R	SOUTHCOM	Aircraft used for higher priority mission
25-Jul-00	24-Jul-00	AMC	3A3	Cnx	EUCOM	No aircraft available due to overcommitment with broke acft stuck in the system
25-Jul-00	20-Jul-00	SOUTHCOM	2B2	D	SOUTHCOM	Aircraft used for higher priority mission
24-Jul-00	20-Jul-00	ATCOM	3A3	D	JFCOM	Aircraft used for higher priority mission
22-Jul-00	21-Jul-00	PACOM	1B3	D	PACOM	Aircraft used for higher priority mission
20-Jul-00	20-Jul-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due mx problem
18-Jul-00	19-Jul-00	EUCOM	3A3	D	EUCOM	No aircraft available due to broken aircraft
16-Jul-00	13-Jul-00	AMC	1A1	Cnx	JFCOM	User cancelled
16-Jul-00	05-Jul-00	AMC	1A1	Cnx	JFCOM	User cancelled
16-Jul-00	05-Jul-00	AMC	1A1	Cnx	JFCOM	User cancelled
13-Jul-00	10-Jul-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to missions in delay.
13-Jul-00	13-Jul-00	AMC	1A1	Cnx	JFCOM	User cancelled
13-Jul-00	12-Jul-00	ACC	2B3	Cnx	JFCOM	User cancelled
12-Jul-00	21-Jun-00	AETC	3B1	R	JFCOM	Runway closed
11-Jul-00	05-Jul-00	AMC	1A1	Cnx	JFCOM	User cancelled
11-Jul-00	21-Jun-00	AETC	3B1	R	JFCOM	Runway closed
09-Jul-00	05-Jul-00	AMC	1A1	Cnx	JFCOM	User cancelled
05-Jul-00	01-Jul-00	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
02-Jul-00	01-Jul-00	EUCOM	3A3	R	EUCOM	No aircrew available
02-Jul-00	28-Jun-00	Navy	3A3	R	EUCOM	Aircraft used for higher priority mission
31-Aug-00	30-Aug-00	CENTCOM	1B1	D	CENTCOM	Aircraft used for higher priority mission
31-Aug-00	30-Aug-00	PACOM	2B2	R	PACOM	No crew available due to short notice requirement for OCONUS Banner redeploy add on
31-Aug-00	28-Aug-00	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
30-Aug-00	28-Aug-00	AMC	2B2	D	SOUTHCOM	No aircraft available due to overcommitment
30-Aug-00	29-Aug-00	AMC	1B3	R	PACOM	No aircraft available due to overcommitment
30-Aug-00	28-Aug-00	EUCOM	3A3	R	EUCOM	Aircraft used for higher priority mission
29-Aug-00	29-Aug-00	AMC	1A1	Cnx	JFCOM	User cancelled
29-Aug-00	11-Aug-00	EUCOM	1B1	Cnx	EUCOM	User cancelled
29-Aug-00	28-Aug-00	SOUTHCOM	1B2	Cnx	SOUTHCOM	User cancelled
29-Aug-00	28-Aug-00	SOUTHCOM	3A3	R	SOUTHCOM	Aircraft used for higher priority mission
28-Aug-00	18-Aug-00	SOUTHCOM	3A3	D	SOUTHCOM	No aircraft available due to overcommitment
27-Aug-00	27-Aug-00	ACC	2C1	Cnx	JFCOM	User cancelled
27-Aug-00	25-Aug-00	AMC	3A3	R	PACOM	No aircraft available due to overcommitment
27-Aug-00	18-Aug-00	EUCOM	1B3	D	EUCOM	No aircraft available due to overcommitment
27-Aug-00	22-Aug-00	EUCOM	3A3	R	EUCOM	No aircrew available due to overcommitment
26-Aug-00	21-Aug-00	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
25-Aug-00	23-Aug-00	AMC	1B3	D	PACOM	No aircraft available - maintenance recovery period
25-Aug-00	23-Aug-00	AMC	1B3	D	PACOM	No aircraft available - maintenance recovery period
25-Aug-00	17-Aug-00	XOOS	2A1	R	PACOM	No aircraft available due to overcommitment
21-Aug-00	22-Aug-00	SOUTHCOM	2B2	D	SOUTHCOM	No aircrew available due to reserve crew bailing after 48hr weather delay
21-Aug-00	17-Aug-00	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
11-Aug-00	09-Aug-00	US Army	3B2	Cnx	JFCOM	User cancelled
11-Aug-00	10-Aug-00	Navy	1B3	D	CENTCOM	No aircraft available due to mx problems
10-Aug-00	04-Aug-00	WHMO	1A1	Cnx	JFCOM	User cancelled
10-Aug-00	10-Aug-00	Navy	1B3	D	EUCOM	No aircraft available due to mx problems
10-Aug-00	10-Aug-00	AMC	1B3	D	PACOM	No aircraft available - maintenance recovery period
10-Aug-00	10-Aug-00	SOUTHCOM	3A3	D	SOUTHCOM	Aircraft used for higher priority mission
09-Aug-00	08-Aug-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to overcommitment
09-Aug-00	08-Aug-00	US Army	3B2	D	JFCOM	No aircraft available due to overcommitment
09-Aug-00	04-Aug-00	JFCOM	1B3	R	JFCOM	No aircraft available
09-Aug-00	08-Aug-00	CENTCOM	3A3	R	CENTCOM	No aircraft available due to overcommitment
08-Aug-00	08-Aug-00	XOOS	2A1	D	JFCOM	No aircraft available due to home station 4-ship airdrop training
08-Aug-00	05-Aug-00	US Marines	3A2	D	EUCOM	No aircraft available due to overcommitment
08-Aug-00	08-Aug-00	AFSOC	3A2	D	JFCOM	No aircraft available due to home station 4-ship airdrop training
08-Aug-00	05-Aug-00	SOUTHCOM	3A3	D	SOUTHCOM	No aircraft available due to overcommitment
07-Aug-00	02-Aug-00	SOUTHCOM	3A3	D	SOUTHCOM	Aircraft used for higher priority mission
07-Aug-00	06-Aug-00	CINCCENT	1B3	R	CENTCOM	No aircraft available due to previous msn delayed for mx
07-Aug-00	07-Aug-00	USAFE	1B3	R	EUCOM	No aircraft available due to mx problem
07-Aug-00	21-Jun-00	AETC	3B1	R	JFCOM	Runway closed
06-Aug-00	24-Jul-00	XOOL	1A3	Cnx	JFCOM	User cancelled
06-Aug-00	03-Aug-00	AMC	1B3	D	PACOM	No aircrew available due to maintenance availability
05-Aug-00	03-Aug-00	WHMO	1A1	Cnx	JFCOM	User cancelled
05-Aug-00	05-Aug-00	US Navy	2A1	D	JFCOM	Aircraft/crew used for higher priority mission
05-Aug-00	05-Aug-00	US Navy	2A1	D	JFCOM	Aircraft/crew used for higher priority mission
03-Aug-00	02-Aug-00	ACC	1B3	R	EUCOM	No aircraft available due to previous msn slipping
02-Aug-00	28-Jul-00	JCS	1B1	Cnx	JFCOM	User cancelled
02-Aug-00	02-Aug-00	USAFE	1B3	D	EUCOM	Mission delayed due to weather
02-Aug-00	02-Aug-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to mx problems
01-Aug-00	01-Aug-00	CINCEUR	1B3	D	EUCOM	No aircraft available due to mx problem and weather
01-Aug-00	28-Jul-00	Navy	3B2	R	SOUTHCOM	Aircraft used for higher priority mission
30-Sep-00	28-Sep-00	Army	3A3	R	EUCOM	No aircraft available due to overcommitment
30-Sep-00	29-Sep-00	SOUTHCOM	1B3	R	SOUTHCOM	Aircraft used for higher priority mission
29-Sep-00	27-Sep-00	EUCOM	1B1	Cnx	EUCOM	User cancelled
29-Sep-00	19-Sep-00	EUCOM	2B2	R	EUCOM	No aircraft available due to overcommitment
29-Sep-00	28-Sep-00	XOOL	1A3	Cnx	JFCOM	User cancelled
29-Sep-00	27-Sep-00	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
28-Sep-00	27-Sep-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
28-Sep-00	01-Sep-00	PACOM	3A3	R	PACOM	No aircraft available due to overcommitment
27-Sep-00	22-Sep-00	XOOS	2A1	Cnx	JFCOM	User cancelled
26-Sep-00	19-Sep-00	EUCOM	2B2	R	EUCOM	No aircraft available due to overcommitment
26-Sep-00	19-Sep-00	XOOL	1B2	Cnx	PACOM	User cancelled
26-Sep-00	22-Sep-00	XOOL	2A1	D	PACOM	No aircraft available due to problem with O2 systems on aircraft

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
25-Sep-00	25-Sep-00	Army	1B1	D	EUCOM	Delayed 24 hrs for dips, 24 hrs for user, 24 hr due to acft availability
24-Sep-00	22-Sep-00	EUCOM	3A3	D	EUCOM	No aircraft available due to Maintenance.
24-Sep-00	24-Sep-00	USSPACECOM	1B3	R	JFCOM	Aircraft used for higher priority mission
22-Sep-00	20-Sep-00	CENTCOM	1B3	R	CENTCOM	Aircraft/crw used for higher priority mission
22-Sep-00	21-Sep-00	EUCOM	1B3	D	EUCOM	No aircraft available due to previous mission in delay
22-Sep-00	12-Sep-00	US Marines	3A2	Cnx	PACOM	User cancelled
22-Sep-00	07-Sep-00	PACOM	1B3	R	PACOM	Aircraft used for higher priority XOOS mission
21-Sep-00	20-Sep-00	XOG	1B3	D	PACOM	Aircraft delayed due to maintenance
20-Sep-00	20-Sep-00	EUCOM	1B3	R	EUCOM	Aircraft/crew used for higher priority mission
20-Sep-00	19-Sep-00	US Navy	3A3	R	EUCOM	No aircrew available due to overcommitment
19-Sep-00	18-Sep-00	CENTCOM	3A3	R	CENTCOM	Aircraft used for higher priority mission.
19-Sep-00	18-Sep-00	JFCOM	3A3	R	JFCOM	Aircraft used for higher priority mission
18-Sep-00	14-Sep-00	US NAVY	2C3	Cnx	JFCOM	No aircraft available due to overcommitment
17-Sep-00	15-Sep-00	CENTCOM	3A3	D	CENTCOM	Aircraft used for higher priority mission
17-Sep-00	08-Sep-00	EUCOM	3A3	D	EUCOM	Aeroport and maintenance saturated with too many missions.
17-Sep-00	15-Sep-00	EUCOM	3A3	R	EUCOM	No aircrew available due to overcommitment
17-Sep-00	16-Sep-00	SOUTHCOM	2B2	R	SOUTHCOM	Aircraft used for higher priority mission.
16-Sep-00	13-Sep-00	US Marines	3A2	Cnx	PACOM	User cancelled
15-Sep-00	12-Sep-00	US Marines	3A2	Cnx	PACOM	User cancelled
14-Sep-00	14-Sep-00	US Navy	1B3	D	PACOM	Aircraft used for higher priority mission Repat from N. Korea
14-Sep-00	14-Sep-00	PACOM	2B2	D	PACOM	All missions delayed going into Osan due to Typhoon
14-Sep-00	14-Sep-00	PACOM	2B2	D	PACOM	All missions delayed going into Kadena due to Typhoon
12-Sep-00	14-Sep-00	PACOM	2B2	D	PACOM	All missions delayed going into Kadena due to Typhoon
11-Sep-00	08-Sep-00	EUCOM	1B3	D	EUCOM	Billeting unavailable at Ramstein.
07-Sep-00	06-Sep-00	CENTCOM	1B3	R	EUCOM	No aircraft available
07-Sep-00	07-Sep-00	US Navy	1B3	D	PACOM	No aircraft available due to aircraft broke
06-Sep-00	05-Sep-00	EUCOM	1B3	R	EUCOM	No aircraft available due to maintenance
05-Sep-00	01-Sep-00	PACOM	3A3	D	JFCOM	No aircraft available due to overcommitment
05-Sep-00	01-Sep-00	PACOM	3A3	R	JFCOM	No aircrew available due to overcommitment
04-Sep-00	01-Sep-00	CENTCOM	1B3	R	EUCOM	No aircraft available
04-Sep-00	05-Sep-00	US Navy	1B3	Cnx	PACOM	User cancelled
04-Sep-00	05-Sep-00	US Marines	3A2	D	PACOM	No aircraft available due to aircraft broke
03-Sep-00	05-Sep-00	PACOM	1B3	Cnx	PACOM	Aircraft used for higher priority mission - emer medevac
01-Sep-00	01-Sep-00	US Navy	1B3	R	EUCOM	No aircraft available
31-Oct-00	31-Oct-00	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
31-Oct-00	31-Oct-00	CENTCOM	1B1	Cnx	CENTCOM	User cancelled
30-Oct-00	30-Oct-00	EUCOM	1B3	D	EUCOM	No aircraft available due to maintenance.

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
29-Oct-00	26-Oct-00	PACOM	2B1	Cnx	PACOM	User cancelled
29-Oct-00	27-Oct-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
28-Oct-00	27-Oct-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to overcommitment
27-Oct-00	26-Oct-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
27-Oct-00	24-Oct-00	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
26-Oct-00	10-Oct-00	EUCOM	1B3	Cnx	EUCOM	User cancelled
25-Oct-00	24-Oct-00	PACOM	1B3	R	PACOM	Aircraft used for higher priority mission
21-Oct-00	18-Oct-00	PACOM	2B1	D	PACOM	No aircraft available due to overcommitment
21-Oct-00	18 0ct	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
19-Oct-00	10-Oct-00	EUCOM	1B3	Cnx	EUCOM	User cancelled
19-Oct-00	18-Oct-00	US Navy	1B3	D	PACOM	No aircraft available - maintenance recovery period
18-Oct-00	18-Oct-00	PACOM	2B1	D	PACOM	No aircraft available due to overcommitment
17-Oct-00	16-Oct-00	PACOM	2B1	D	PACOM	No aircraft available due to overcommitment
16-Oct-00	13-Oct-00	EUCOM	2B2	D	EUCOM	Aircraft used for higher priority mission
16-Oct-00	16-Oct-00	PACOM	2B1	D	PACOM	No aircraft available due to overcommitment
16-Oct-00	17-Oct-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
15-Oct-00	13-Oct-00	PACOM	2B1	D	PACOM	Aircrew used for higher priority mission
14-Oct-00	10-Oct-00	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
13-Oct-00	12-Oct-00	CENTCOM	1B3	R	CENTCOM	Aircrew used for higher priority mission
13-Oct-00	12-Oct-00	EUCOM	1B1	R	EUCOM	Aircrew used for higher priority mission
12-Oct-00	11-Oct-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to previous mission in delay
12-Oct-00	10-Oct-00	EUCOM	1B3	Cnx	EUCOM	User cancelled
12-Oct-00	06-Oct-00	III MEF	3A2	Cnx	PACOM	User cancelled
11-Oct-00	06-Oct-00	III MEF	3A2	Cnx	PACOM	User cancelled
10-Oct-00	06-Oct-00	III MEF	3A2	Cnx	PACOM	User cancelled
09-Oct-00	02-Oct-00	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
07-Oct-00	07-Oct-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to broken aircraft
07-Oct-00	05-Oct-00	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
06-Oct-00	06-Oct-00	CENTCOM	1B3	D	CENTCOM	TACC delayed msn due to perceived problem down range
06-Oct-00	06-Oct-00	EUCOM	1B1	D	EUCOM	No aircraft available due to MX problem
05-Oct-00	02-Oct-00	EUCOM	1B3	Cnx	EUCOM	User cancelled - negative requirements
04-Oct-00	02-Oct-00	AMC	3A1	Cnx	CENTCOM	User cancelled
04-Oct-00	03-Oct-00	US Navy	1B3	D	PACOM	No aircraft available - maintenance recovery period
03-Oct-00	02-Oct-00	Navy	3A3	D	SOUTHCOM	No aircraft available due to overcommitment
02-Oct-00	02-Oct-00	CENTCOM	1B3	R	CENTCOM	Aircraft/crew used for XOOS mission
02-Oct-00	02-Oct-00	EUCOM	1B3	R	EUCOM	Aircraft/crew used for XOOS mission
02-Oct-00	27-Sep-00	EUCOM	2B2	R	EUCOM	No aircraft available due to overcommitment
30-Nov-00	16-Nov-00	AFMC	1A3	Cnx	JFCOM	User cancelled
30-Nov-00	14-Nov-00	PACOM	3A3	Cnx	PACOM	User cancelled
30-Nov-00	27-Nov-00	PACOM	1B3	Cnx	PACOM	User cancelled
29-Nov-00	21-Nov-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
29-Nov-00	27-Nov-00	US Navy	1A3	Cnx	PACOM	User cancelled

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
29-Nov-00	14-Nov-00	PACOM	3A3	Cnx	PACOM	User cancelled
28-Nov-00	27-Nov-00	CENTCOM	3A3	D	CENTCOM	No aircraft available due to overcommitment
28-Nov-00	28-Nov-00	Banner	1A1	Cnx	JFCOM	User cancelled
28-Nov-00	27-Nov-00	SOUTHCOM	3A3	R	SOUTHCOM	No aircraft available due to overcommitment
27-Nov-00	27-Nov-00	SPACECOM	4B2	Cnx	JFCOM	User cancelled
27-Nov-00	20-Nov-00	XOOS	2A1	Cnx	JFCOM	User cancelled
27-Nov-00	14-Nov-00	PACOM	3A3	Cnx	PACOM	User cancelled
26-Nov-00	22-Nov-00	EUCOM	1B1	Cnx	EUCOM	User cancelled
26-Nov-00	20-Nov-00	PACOM	3A3	Cnx	PACOM	User cancelled
26-Nov-00	14-Nov-00	PACOM	3A3	Cnx	PACOM	User cancelled
25-Nov-00	21-Nov-00	PACOM	1B3	Cnx	PACOM	User cancelled
24-Nov-00	24-Nov-00	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission (XOOS)
24-Nov-00	22-Nov-00	EUCOM	1B1	R	EUCOM	No aircraft available due to previous mission in delay
22-Nov-00	22-Nov-00	CINCCENT	1B3	R	CENTCOM	No aircraft available due to part canned for Bravo aircraft
21-Nov-00	20-Nov-00	JFCOM	1B3	R	JFCOM	No aircraft available due to overcommitment
20-Nov-00	17-Nov-00	CENTCOM	1B3	D	CENTCOM	Previous mission in delay due to higher priority mission
20-Nov-00	17-Nov-00	EUCOM	1B3	D	EUCOM	Aircraft used for higher priority mission
20-Nov-00	19-Nov-00	Army	1B1	D	EUCOM	Aircraft used for higher priority mission (XOOS Bravo)
20-Nov-00	26-Oct-00	PACOM	2B1	Cnx	PACOM	User cancelled
20-Nov-00	13-Nov-00	PACOM	3A3	Cnx	PACOM	User cancelled
20-Nov-00	14-Nov-00	SOUTHCOM	1B3	Cnx	SOUTHCOM	User cancelled
19-Nov-00	14-Nov-00	EUCOM	3A3	Cnx	EUCOM	User cancelled
19-Nov-00	17-Nov-00	Army	1B1	D	EUCOM	Aircraft used for higher priority mission (XOOS Bravo)
19-Nov-00	08-Nov-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority msn 1B3 add-on channel to S America
17-Nov-00	15-Nov-00	CENTCOM	3A3	D	CENTCOM	No aircraft available due to overcommitment
17-Nov-00	14-Nov-00	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
17-Nov-00	13-Nov-00	PACOM	3A3	Cnx	PACOM	User cancelled
17-Nov-00	15-Nov-00	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
16-Nov-00	14-Nov-00	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
16-Nov-00	15-Nov-00	EUCOM	1B3	R	EUCOM	No aircraft available due to overcommitment
16-Nov-00	14-Nov-00	PACOM	3A3	Cnx	PACOM	User cancelled
16-Nov-00	10-Nov-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
16-Nov-00	14-Nov-00	PACOM	1B3	D	PACOM	No aircraft available due to limited Block 9 aircraft
15-Nov-00	14-Nov-00	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
15-Nov-00	15-Nov-00	EUCOM	1B3	D	EUCOM	No aircraft available due to Maintenance delay.
15-Nov-00	13-Nov-00	SOUTHCOM	1B3	R	SOUTHCOM	No aircraft available due to overcommitment
15-Nov-00	14-Nov-00	SOUTHCOM	1B3	R	SOUTHCOM	No aircraft available due to overcommitment
14-Nov-00	13-Nov-00	SOUTHCOM	1B3	Cnx	SOUTHCOM	User cancelled
13-Nov-00	13-Nov-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due to Maintenance.

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
11-Nov-00	09-Nov-00	PACOM	3A3	R	PACOM	No aircraft available due to aircraft late getting back from other missions
10-Nov-00	09-Nov-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to maintenance
10-Nov-00	08-Nov-00	EUCOM	1B3	R	EUCOM	No aircraft available due to maintenance
10-Nov-00	09-Nov-00	PACOM	1B3	R	PACOM	No aircraft available due to aircraft late getting back from other missions
08-Nov-00	03-Nov-00	CENTCOM	1B3	R	CENTCOM	Aircraft used for higher priority mission
07-Nov-00	03-Nov-00	EUCOM	2B2	Cnx	EUCOM	User cancelled
07-Nov-00	03-Nov-00	EUCOM	2B2	Cnx	EUCOM	User cancelled
06-Nov-00	03-Nov-00	EUCOM	2B2	D	EUCOM	Aircraft used for higher priority mission
06-Nov-00	26-Oct-00	ACC	2C2	R	JFCOM	No aircraft available due to overcommitment
04-Nov-00	03-Nov-00	CENTCOM	1B3	R	CENTCOM	No aircraft or aircrew available due to higher priority requirements.
04-Nov-00	10-Nov-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
04-Nov-00	10-Nov-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
04-Nov-00	03-Nov-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
04-Nov-00	02-Nov-00	PACOM	2B1	R	PACOM	No aircraft available due to overcommitment
03-Nov-00	01-Nov-00	EUCOM	2B1	Cnx	EUCOM	User cancelled
03-Nov-00	02-Nov-00	EUCOM	1B1	R	EUCOM	No aircraft available due to overcommitment
03-Nov-00	02-Nov-00	Banner	1A1	Cnx	JFCOM	User cancelled
02-Nov-00	01-Nov-00	CENTCOM	3A3	R	CENTCOM	No aircrew available due to overcommitment
02-Nov-00	01-Nov-00	JFCOM	1B3	R	JFCOM	Aircraft used for higher priority mission
01-Nov-00	31-Oct-00	PACOM	1B3	R	PACOM	Aircraft used for higher priority mission
01-Nov-00	31-Oct-00	PACOM	3A3	R	PACOM	Aircraft used for higher priority mission
29-Dec-00	27-Dec-00	XOG	1B3	R	EUCOM	Msn cut in within DIPS lead time (Turkish gov't closed 22-29 Dec)
21-Dec-00	20-Dec-00	PACOM	3A2	Cnx	PACOM	User cancelled
19-Dec-00	19-Dec-00	XOG	1B3	D	SOUTHCOM	Aircraft overdue inspection, no DIP-cleared tail available
18-Dec-00	17-Dec-00	AMC/TALCE	1B3	D	CENTCOM	No aircraft available due to overcommitment
18-Dec-00	17-Dec-00	AMC/TALCE	1B3	D	EUCOM	No aircraft available due to overcommitment
18-Dec-00	17-Dec-00	XOG	1B3	R	EUCOM	Reserve crew declined msn at alert time due to likely delay at Dover for forecasted turbulence
18-Dec-00	19-Dec-00	XOG	1B3	D	PACOM	XOC in-system selected acft/crew at launch time for Phoenix Silver rescue msn
16-Dec-00	15-Dec-00	CENTCOM	1B3	R	CENTCOM	No aircraft available due to maintenance
16-Dec-00	15-Dec-00	CENTCOM	1B3	R	EUCOM	No aircraft available due to maintenance
15-Dec-00	14-Dec-00	CENTCOM	1B3	D	CENTCOM	No aircraft available due maintenance
15-Dec-00	07-Dec-00	AMC	2B3	R	JFCOM	No aircraft available due to overcommitment
15-Dec-00	07-Dec-00	US Marines	2C3	R	JFCOM	No aircraft available due to overcommitment
15-Dec-00	14-Dec-00	PACOM	1B3	D	PACOM	No aircraft available due to overcommitment
14-Dec-00	08-Dec-00	ACC	3A1	Cnx	JFCOM	User cancelled
14-Dec-00	11-Dec-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
13-Dec-00	12-Dec-00	CENTCOM	1B1	D	CENTCOM	No aircraft available due to overcommitment
13-Dec-00	08-Dec-00	ACC	3A1	Cnx	JFCOM	User cancelled
13-Dec-00	11-Dec-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment

Mission Orig Dte	Date of Deviat'n	Customer	Msn Pri	Dev Type	Theater	Reason for Deviation
13-Dec-00	07-Dec-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
12-Dec-00	11-Dec-00	XOOL	1A3	Cnx	EUCOM	User cancelled
12-Dec-00	11-Dec-00	EUCOM	1B3	D	EUCOM	No aircraft available due to overcommitment
12-Dec-00	08-Dec-00	ACC	3A1	Cnx	JFCOM	User cancelled
12-Dec-00	11-Dec-00	PACOM	1B3	R	JFCOM	No Block 9 aircraft available
12-Dec-00	11-Dec-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
12-Dec-00	07-Dec-00	PACOM	3A2	D	PACOM	No aircraft available due to overcommitment
11-Dec-00	11-Dec-00	PACOM	1B3	R	JFCOM	No Block 9 aircraft available
10-Dec-00	08-Dec-00	PACOM	1B3	D	PACOM	No Block 9 aircraft available
08-Dec-00	06-Dec-00	EUCOM	1B3	R	EUCOM	No aircraft available; overcommitment due to acft delayed in system
08-Dec-00	08-Dec-00	PACOM	1B3	D	PACOM	No Block 9 aircraft available
08-Dec-00	06-Dec-00	PACOM	1B3	R	PACOM	No aircraft available due to overcommitment
07-Dec-00	05-Dec-00	ACC	2C1	R	JFCOM	No aircraft available due to overcommitment
04-Dec-00	04-Dec-00	CENTCOM	1B3	Cnx	CENTCOM	User cancelled
01-Dec-00	28-Nov-00	CINCEUR	1B1	R	EUCOM	Previous msn in delay due to mx
01-Dec-00	28-Nov-00	Banner	1A1	Cnx	JFCOM	User cancelled

Glossary

Adapted from Joint Pub 1-02
(As Amended through 1 September 2000)

C-Day--The unnamed day on which a deployment operation commences or is to commence. The deployment may be movement of troops, cargo, weapon systems, or a combination of these elements using any or all types of transport. The letter "C" will be the only one used to denote the above. The highest command or headquarters responsible for coordinating the planning will specify the exact meaning of C-day within the aforementioned definition. The command or headquarters directly responsible for the execution of the operation, if other than the one coordinating the planning, will do so in light of the meaning specified by the highest command or headquarters coordinating the planning.

Defense Transportation System--That portion of the Nation's transportation infrastructure which supports Department of Defense common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense. Also called **DTS.**

Earliest arrival date--A day, relative to C-day, that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a port of debarkation during a deployment. Used with the latest arrival data, it defines a delivery window for transportation planning. Also called **EAD.**

Latest arrival date--A day, relative to C-day, that is specified by a planner as the latest date when a unit, a resupply shipment, or replacement personnel can arrive and complete unloading at the port of debarkation and support the concept of operations. Also called **LAD.**

National Command Authorities--The President and the Secretary of Defense or their duly deputized alternates or successors. Also called **NCA.**

Required delivery date--A date, relative to C-day, when a unit must arrive at its destination and complete offloading to properly support the concept of operations. Also called **RDD.**

Bibliography

Air Mobility Command. Command Data Book. Headquarters Air Mobility Command Manpower and Innovation Flight, Scott AFB IL: 1999.

Brightman, Harvey J. Data Analysis in Plain English with Microsoft Excel. Pacific Grove CA: Duxbury Press, 1999.

Chairman of the Joint Chiefs of Staff. Department of Defense Dictionary of Military and Associated Terms. JP1-02. Washington: 2000.

Chairman of the Joint Chiefs of Staff. Joint Doctrine for the Defense Transportation System. JP4-01. Washington: 1997.

Chairman of the Joint Chiefs of Staff. Joint Tactics, Techniques and Procedures for Airlift Support to Joint Operations. JP4-01.1. Washington: 1996.

Chairman of the Joint Chiefs of Staff. Joint Vision 2020. Washington: 2000.

Clavenna, James A. Air Mobility Command vs. Commercial Air: Who Provides the Best Delivery Service? MS Thesis, AFIT/GTM/LAL/96S-3. School of Logistics Management, Air Force Institute of Technology (AU), Wright-Patterson AFB OH, September 1996 (ADB215601).

Condon, Travis, William Cunningham, Kevin Moore, and Kirk Patterson. "A Comparison of Air Force Organic Airlift and Commercial Air Express Distribution Performance," Air Force Journal of Logistics, 23: 9-13 (October 1999).

Coolidge, Charles. USTRANSCOM J-3/4. Testimony to the Seapower Subcommittee, Senate Armed Service Committee, Washington, DC. 13 October 1999.

Cossaboom, Robert. Command Historian, Air Mobility Command, Scott AFB IL. Personal Electronic Correspondence. 19 January 1999.

Department of Defense. Defense Transportation Regulation Part II: Cargo Movement. DoDR 4500.9-R. Washington: 1998.

Eisenhardt, Kathleen M. "Building Theories from Case Study Research," Academy of Management Review, 14: 532-550 (1989).

Ferris, Joseph M. Executive Officer, Global Channel Operations Division, Tanker Airlift Control Center, Air Mobility Command, Scott AFB, IL. Personal Interview. 4 January 2001.

Halliday, John M. and Nancy Y. Moore. Material Distribution: Improving Support to Army Operations in Peace and War. RAND Issue Papers, RAND, Santa Monica, CA, March 1994 (IP-128).

Hamilton, Vernon H. and Jerry W. Poe. Priority Dispatch and Aircraft Allocation: A Study of Strategic Airlift Scheduling. MS Thesis, AFIT/GST/OS/83M-3. School of Operations Research, Air Force Institute of Technology (AU), Wright-Patterson AFB OH, March 1983 (ADA135730).

Huggard, Marty. Preparation Notes for USTRANSCOM J-3/4 to Testify to the Senate Armed Services Seapower Subcommittee. TCJ3-ODE, United States Transportation Command, Scott AFB, IL. 13 October 1999.

Huggard, Marty and Michael Campbell. TCJ3-ODE, Movement Coordination Center, U.S. Transportation Command, Scott AFB IL. Personal Interview. 4 January 2001.

Janise, Thomas C. Global Readiness Division, Tanker Airlift Control Center, Air Mobility Command, Scott AFB, IL. Personal Interview. 3 November 2000.

Killingsworth, Paul, Ken Reynolds, Brian Nichiporuk, and James Stucker. Addressing the Peacetime Tempo of Mobility Air Forces. Annotated Briefing, RAND, Santa Monica, CA. October 2000 (456-AF).

Kost, Wallace & Eric L. Huston. Contingency Branch, Global Readiness Division, Tanker Airlift Control Center, Air Mobility Command, Scott AFB, IL. Personal Interview. 4 January 2001.

Lilly, Brian. Airlift Allocation Branch, Mobility Management Division, Tanker Airlift Control Center, Air Mobility Command, Scott AFB IL. Electronic Mail Correspondence. 28 February 2001.

McVeigh, Michael. General Account Manager, Government Sales and Logistics, Emery Worldwide Inc. Telephone Interview. 9 Nov 2000.

Matthews, James K. Command Historian, U.S. Transportation Command, Scott AFB IL. Personal Interview. 3 Jan 2001.

Matthews, James K. and Robert T. Cossaboom. General Walter Kross: Commander in Chief, United States Transportation Command and Commander of Air Mobility Command, An Oral History. Joint History Office, U.S. Transportation Command: October 1999

Matthews, James K. and Cora J. Holt. So Many, So Much, So Far, So Fast: United States Transportation Command and Strategic Deployment for Operation Desert Shield/Desert Storm. Joint History Office, U.S. Transportation Command: 1999

Menarchik, Douglas. Powerlift—Getting to Desert Storm—Strategic Transportation and Strategy in the New World Order. Westport CN: Praeger Press, 1993.

Merrill, David. Studies and Analysis Division, Directorate of Plans and Programs, Air Mobility Command, Scott AFB IL. Personal Interview. 3 Jan 2001.

Millette, David R. Special Missions Branch, Current Operations Division, Tanker Airlift Control Center, Air Mobility Command, Scott AFB IL. Personal Interview. 4 January 2001.

Richburg, Ron. Deputy Director, Movement Coordination Center, U.S. Transportation Command, Scott AFB IL. Personal Interview. 4 January 2001.

Ritchie, Robert J. Air Sustainment of Military Operations: Practical Problems and Prospects. Naval War College, Newport RI, February 1994.

Rothman, Max. Chief, Current Operations Division, USAFE Air Mobility Operation Center. Personal Interview. 19 Oct 2000.

Scarpa, E. Joann, Alan B. Simpson, Robert Johnson, Donald McCarthy, John K. Dietz, Katherine E. G. Solters, Bradley D. Silver, Paul L. Bunker, and Joseph Champlin. Peacetime Express Cargo Movement. Air Force Logistics Management Center, Gunter AFB AL, March 1992.

Shaw, Charles H. Surface Versus Air Transportation Analysis (Automatic Downgrade Endeavor). Operations Research and Economic Analysis Office, Defense Logistics Agency, Cameron Station, Alexandria VA, May 1990 (DLA-90-P90091).

Smith, Neil F. Chief, Contingency and Exercise Division, USAFE Air Mobility Operation Center. Personal Interview. 31 October 2000.

Trotter, Chris. "Talking Paper on JCS Exercises and Contingencies Affected by Kosovo Operations 1 March 1999 through Reconstitution." Commanders Action Group, Headquarters, Air Mobility Command, Scott AFB IL. 7 August 1999.

United States Transportation Command. Understanding the Defense Transportation System. USTRANSCOM Handbook 24-2. Scott AFB IL: 1998.

Wyant, Dale. West Cell, Global Readiness Division, Tanker Airlift Control Center, Air Mobility Command, Scott AFB, IL. Personal Interview. 4 January 2001.

Vita

Major Gregory J. Reese graduated from Cardinal Mooney High School in Rochester, New York in June 1985. He attended the United States Air Force Academy and studied Engineering Mechanics where he graduated in May 1990. Major Reese has served in numerous positions as a Security Forces Officer. He has served as a shift commander both stateside and overseas as well as serving as an Air Base Defense Sector Commander and on the Base Defense Operation Center Staff at Kunsan AB, Korea. He was the Security Forces Commander for the first ever deployment of the 4th Air Expeditionary Wing to Doha Qatar, which was deployed during the Khobar Towers Bombing. He has also served on the Security Forces staff at Headquarters, Air Combat Command and led Air Mobility Command's bare base and ground combat skills training for all expeditionary combat support forces.

In May 2000, he entered the Advanced Study of Air Mobility at the Air Mobility Warfare Center in Fort Dix, New Jersey. The Advanced Study of Air Mobility is Air Mobility Command's premier leadership development program. It is built on three pillars of learning: academics taught by the Air Force Institute of Technology; trips to every geographic command; and technical courses at the Air Mobility Warfare Center. Upon graduation, he will assume command of the 28th Security Forces Squadron at Ellsworth AFB, South Dakota.

REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 074-0188

1. REPORT DATE *(DD-MM-YYYY)*	**2. REPORT TYPE**	**3. DATES COVERED** *(From – To)*
Oct 01		Jan 00- Jan 01

4. TITLE AND SUBTITLE
Prioritization of Strategic Airlift Capability: Is it Effective?

5a. CONTRACT NUMBER

5b. GRANT NUMBER

5c. PROGRAM ELEMENT NUMBER

6. AUTHOR(S)
Major Gregory J. Reese

5d. PROJECT NUMBER

5e. TASK NUMBER

5f. WORK UNIT NUMBER

7. PERFORMING ORGANIZATION NAMES(S) AND ADDRESS(S)
Air Force Institute of Technology
Graduate School of Engineering and Management (AFIT/EN)
2950 Hobson Street, Building 640
WPAFB OH 45433-7765

8. PERFORMING ORGANIZATION REPORT NUMBER
AFIT/GMO/ENS/01E-12

9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)

10. SPONSOR/MONITOR'S ACRONYM(S)

11. SPONSOR/MONITOR'S REPORT NUMBER(S)

12. DISTRIBUTION/AVAILABILITY STATEMENT
APPROVED FOR PUBLIC RELEASE; DISTRIBUTION UNLIMITED.

13. SUPPLEMENTARY NOTES

14. ABSTRACT

The Department of Defense (DoD) possesses a single strategic airlift fleet to meet the airlift requirements of the entire DoD. The operation of this fleet is entrusted to the Air Mobility Command (AMC) and its effective operation is supposed to be enabled by the movement priorities established by the Joint Chiefs of Staff (JCS). Since the end of the Cold War, AMC has faced transportation requirements growing in both number and urgency due to a more dynamic global environment. The ability of the DoD movement priority system to effectively apportion limited strategic airlift assets has been called into question, especially during times of strain such as the recent operations in Kosovo.

This paper looks at quantitative and qualitative data to answer the question "does the current priority system work?" Both sets of data triangulate towards a similar conclusion; the prioritization system often leaves lower priority requirements with periods of no service rather than reduced service. This decreases the overall readiness of U.S. forces and works against the Joint Vision 2020 concepts of dominant maneuver and focused logistics.

This research indicates an entirely new prioritization system needs to be developed. The new system must be able to provide reliable support to critical nonvolatile requirements and flexible support to volatile requirements. Doctrine for managing the strategic airlift fleet also needs to be reengineered to more effectively employ the organic airlift fleet and commercial contract carriers. Without such revolutionary change, strategic airlift capacity will never be able to provide reliable service in a volatile world.

15. SUBJECT TERMS

16. SECURITY CLASSIFICATION OF:			**17. LIMITATION OF ABSTRACT**	**18. NUMBER OF PAGES**	**19a. NAME OF RESPONSIBLE PERSON**
REPORT	**ABSTRACT**	**c. THIS PAGE**			Stephen P. Brady, Lt Col, USAF (ENS)
U	**U**	**U**	**UU**	158	**19b. TELEPHONE NUMBER** *(Include area code)* (937) 255-3636, ext 4701; e-mail: Stephan.brady@afit.edu